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

Date: Monday, 18 to Thursday, 21 September 2023
Monday, 25 to Thursday, 28 September 2023
Monday, 2 to Thursday, 5 October 2023
Monday, 9 to Thursday, 12 October 2023

Time: 9:30am

Meeting Room: Henderson Council Chambers

Venue: Level 2, 3 Smythe Road, Henderson
(potentially the week of 25 Sept in Kumeu)

**HEARING REPORT
LOCAL ARTERIALS**

**SUPPORTING GROWTH ALLIANCE
NORTH-WEST**

**AUCKLAND TRANSPORT AND
WAKA KOTAHI NZ TRANSPORT AGENCY**

COMMISSIONERS

Chairperson Richard Blakey
Commissioners Mark Farnsworth
Vaughan Smith

Patrice Baillargeon
KAITOHUTOHU MATAAMUA WHAKAWĀ/
SENIOR HEARINGS ADVISOR

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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

At the start of the hearing, the Chairperson will introduce the hearing panel and council staff and will briefly outline the procedure. The Chairperson may then call upon the parties present to introduce themselves to the panel. The Chairperson is addressed as Mr Chairman or Madam Chair.

Any party intending to give written or spoken evidence in Māori or speak in sign language should advise the hearings advisor at least five working days before the hearing so that a qualified interpreter can be provided.

Catering is not provided at the hearing. Please note that the hearing may be audio recorded.

Scheduling submitters to be heard

A timetable will be prepared approximately one week before the hearing for all submitters who have returned their hearing attendance form. Please note that during the course of the hearing changing circumstances may mean the proposed timetable is delayed or brought forward. Submitters wishing to be heard are requested to ensure they are available to attend the hearing and present their evidence when required. The hearings advisor will advise submitters of any changes to the timetable at the earliest possible opportunity.

The hearing procedure

The usual hearing procedure is:

- The Requiring Authority (the applicant) will be called upon to present their case. The Requiring Authority may be represented by legal counsel or consultants and may call witnesses in support of the application. After the Requiring Authority has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- The relevant local board may wish to present comments. These comments do not constitute a submission however the Local Government Act allows the local board to make the interests and preferences of the people in its area known to the hearing panel. If present, the local board will speak between the applicant and any submitters.
- 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 also be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker. The council officer's report will identify any 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
- Submitters wishing to present written information (evidence) in support of their applications or submissions should provide the number of copies indicated in the notification letter
- Only members of the hearing panel can ask questions about submissions or evidence. Attendees may suggest questions for the panel to ask but it does not have to ask them. No cross-examination - either by the applicant or by those who have lodged submissions – is permitted at the hearing
- After the Requiring Authority and submitters have presented their cases, the chairperson may call upon council officers to comment on any matters of fact or clarification
- When those who have lodged submissions and wish to be heard have completed their presentations, the Requiring Authority or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the Requiring Authority at this stage
- The chairperson then generally closes the hearing and the Requiring Authority, submitters and their representatives leave the room.
- The hearing panel will then deliberate "in committee" and make a decision on the resource consent application and a recommendation to the Requiring Authority on the Notice of Requirement. The Requiring Authority then has 30 working days to make a decision and inform council of that decision. You will be informed in writing of both decisions separately, the reasons for the decision and what your appeal rights are.
- The decision on the resource consent component is usually available within 15 working days of the hearing closing.

EIGHT NOTIFIED NOTICE OF REQUIREMENTS TO THE AUCKLAND COUNCIL UNITARY PLAN BY AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY

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The application material as notified can be found at <https://www.aucklandcouncil.govt.nz/have-your-say/hearings/find-hearing/Pages/Hearing-documents.aspx?HearingId=690>

Jo Hart, Senior Policy Planner

Reporting on eight Notice of Requirements as outlined below.

W1 – NORTH-WEST LOCAL NETWORK: TRIG ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.

Project W1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

W2 – NORTH-WEST LOCAL NETWORK: MĀMARI ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.

Project W2 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

W3 – NORTH-WEST LOCAL NETWORK: BRIGHAM CREEK ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.

Project W3 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

W4 – NORTH-WEST LOCAL NETWORK: SPEDDING ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.

Project W4 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

W5 – NORTH-WEST LOCAL NETWORK: ALTERATION TO DESIGNATION 1437 HOBSONVILLE ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for an alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.

Project W5 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

RE1 – NORTH-WEST LOCAL NETWORK: DON BUCK ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.

Project RE1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

RE2 – NORTH-WEST LOCAL NETWORK: ALTERATION TO DESIGNATION 1433 FRED TAYLOR DRIVE (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for an alteration of the existing Fred Taylor Drive designation 1433 to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

Project RE2 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

**R1 – NORTH-WEST LOCAL NETWORK: COATESVILLE – RIVERHEAD HIGHWAY
(AUCKLAND TRANSPORT)**

Notice of requirement lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.

Project R1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

REQUIRING AUTHORITIES: Auckland Transport and Waka Kotahi NZ Transport Agency

**Notices of requirement under section 168
and 181 of the RMA by Auckland
Transport for new designations for the
North West Local Arterials Project**



To: Hearing Commissioners

From: Jo Hart, Senior Policy Planner – Regional, North, West, and Islands
Planning, Plans and Places

Report date: 12 July 2023

Scheduled hearing dates:

Monday, 18 September to Thursday, 21 September 2023

Monday, 25 September to Thursday, 28 September 2023

Monday, 2 October to Thursday, 5 October 2023

Monday, 9 October to Thursday, 12 October 2023

(Note: The hearing dates are for all nineteen Notices of Requirement for the North West Network (Local Arterial, Strategic, Housing Infrastructure Funded). Not all of the days may be required)

Notes:

This report sets out the advice of the reporting planners.

This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council (the council) to make a recommendation to the requiring authority.

The recommendations in this report are not the decisions on the notices of requirement.

A decision on the notices of requirement will be made by the requiring authority after it has considered the Hearing Commissioners' recommendations, subsequent to the Hearing Commissioners having considered the notice of requirement and heard the requiring authority and submitters.

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Summary

Requiring authorities	Auckland Transport	
Notices of requirement references	<ul style="list-style-type: none"> • NoR R1: Coatesville-Riverhead Highway • NoR RE1: Don Buck Road • NoR RE2: Fred Taylor Drive (alteration to Designation 1433) • NoR W1: Trig Road (North) • NoR W2: Māmari Road • NoR W3: Brigham Creek Road • NoR W4: Spedding Road • NoR W5: Hobsonville Road (alteration to Designation 1437) 	
Resource consent applications	No resource consent applications have been lodged by the requiring authority for this project.	
Reporting planners	Jo Hart, Senior Policy Planner – Regional, North, West, and Islands Planning	
Site address	Refer to Attachment B of the Form 18 documents.	
Lodgement date	21 December 2022	
Notification date	23 March 2023	
Submissions close date	24 April 2023	
Number of submissions received	NoR	Submissions
	NoR R1: Coatesville-Riverhead Highway	29
	NoR RE1: Don Buck Road	25
	NoR RE2: Fred Taylor Drive (alteration to Designation 1433)	20
	NoR W1: Trig Road (North)	21
	NoR W2: Māmari Road	16
	NoR W3: Brigham Creek Road	22

	NoR W4: Spedding Road	10
	NoR W5: Hobsonville Road (alteration to Designation 1437)	61
	Total submissions	204

Report prepared by:

Jo Hart
Senior Policy Planner
Regional, North, West and
Islands Planning

Date: 12 July 2023

Reviewed and
approved for release
by:

Eryn Shields
Team Leader
Regional, North, West and
Islands Planning
Plans and Places

Date: 12 July 2023

Abbreviations

AEE	North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022. Version 1 (prepared by Te Tupu Ngātahi Supporting Growth).
Active Mode	Walking and cycling
AT	Auckland Transport
WK	Waka Kotahi NZ Transport Agency
SGA	Te Tupu Ngātahi Supporting Growth Alliance
RA	Requiring Authority
AUP	Auckland Unitary Plan (Operative in Part)
NoRs	Notices of Requirement
FULSS	Auckland Future Urban Land Supply (2017)
NPS-UD	National Policy Statement on Urban Development 2020
NPS-HPL	National Policy Statement on Highly Productive Land 2022
OPW	Outline plan of works

FTN	Frequent Transit Network
RTC	Rapid Transit Corridor
RMA	Resource Management Act 1991 and all amendments
the council	Auckland Council
NW Local Arterials	<p>The North West Local Arterials network comprising the following extended and/or upgraded transport corridors:</p> <p><u>Redhills Riverhead Package:</u></p> <ul style="list-style-type: none"> • R1: Coatesville-Riverhead Highway • RE1: Don Buck Road • RE2: Fred Taylor Drive <p><u>Whenuapai Package:</u></p> <ul style="list-style-type: none"> • W1: Trig Road (North) • W2: Māmari Road • W3: Spedding Road • W4: Brigham Creek Road • W5: Hobsonville Road
Project	The North West Local Arterial Network Packages authorised by these NoR's
FTN	Frequent Transit Network
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
HHMP	Historic Heritage Management Plan
NUMP	Network Utilities Management Plan
SCEMP	Stakeholder Communication and Engagement Management Plan
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

1 Introduction

1.1 Report Author

My name is Joanna Hart.

I hold a Bachelor of Sciences degree in Geography (Auckland University 1999), and a Masters of Planning Practice (Hons) (Auckland University 2001). I am an Associate Member of the New Zealand Planning Institute.

I have worked as a planner for 16 years for local authorities including the former North Shore City Council (February 2007 – October 2010) and Auckland Council (November 2010 – present)

My key responsibilities in my role as a senior policy planner for the Council includes processing and reporting on plan changes and notices of requirement for designations/alterations to designations. Amongst other work on designations, I provided planning evidence, in support of Auckland Council's submission, on the Northern Corridor Improvement Project notices of requirement to the Board of Inquiry in 2017.

1.2 Code of conduct for Expert Witnesses

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing this planning report (being also expert evidence), and I agree to comply with it when giving any oral evidence during this hearing. Except where I state that I am relying on the evidence of another person, my evidence is 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.

During the pre-application phase I attended the site visit arranged by the SGA on 7 September 2022.

2 The Notices of Requirement

2.1 North West Local Arterials Notice of Requirement

Pursuant to section 168, and section 181 of the RMA, Auckland Transport ('**AT**') as the requiring authority¹, has lodged notices of requirement (**NoRs**) for six new designations, and two alterations to a designation, in the Auckland Unitary Plan (Operative in Part) (**AUP**) for the North West Local Arterials Network.

The NoRs are part of a wider package of nineteen notices of requirement sought by the Supporting Growth Alliance ('**SGA**') on behalf of Waka Kotahi NZ Transport Agency and Auckland Transport; for the:

- North West Local Arterial package (subject of this report)

¹ Te Tupu Ngātahi Growth Supporting Growth Alliance (SGA) includes Auckland Transport as a requiring authority under section 167 of the RMA. References used in this report are SGA, Auckland Transport, and the requiring authority and these are to be interpreted as being interchangeable.

- Housing Infrastructure Funded (HIF) package (subject of a separate report)
- Strategic Package (subject of a separate report).

The North West Local Arterial NoRs seek the route protection of critical transport corridors to support planned urban growth in Whenuapai, Hobsonville, Redhills, and Riverhead.

The North West Local Arterial NoR's (also collectively referred to as '**the Project**') are described in Table 1 below.

Notice	Project Name	Description	Requiring Authority
Redhills and Riverhead			
R1	Coatesville-Riverhead Highway	<ul style="list-style-type: none"> • Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side and upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor. 	Auckland Transport
RE1	Don Buck Road	<ul style="list-style-type: none"> • Upgrade of Don Buck Road corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor. 	
RE2	Fred Taylor Drive (alteration to existing Designation 1433)	<ul style="list-style-type: none"> • Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor. 	
Whenuapai			
W1	Trig Road (North)	<ul style="list-style-type: none"> • Upgrade of Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor. 	Auckland Transport

Notice	Project Name	Description	Requiring Authority
W2	Māmari Road	<ul style="list-style-type: none"> • Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor. 	
W3	Brigham Creek Road	<ul style="list-style-type: none"> • Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor. 	
W4	Spedding Road	<ul style="list-style-type: none"> • Upgrade of the existing Spedding Road corridor and new east and west extensions to form a 24m wide two-lane arterial with separated active mode facilities on both sides of the corridor. 	
W5	Hobsonville Road (alteration to existing Designation 1437)	<ul style="list-style-type: none"> • Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane. • Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor. • Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corridor. 	

Table 1: Description of the North West Local Arterial NoRs

2.2 Locality plan

The general location of the North West Local Arterial NoRs are shown in **Figure 1 (Whenuapai)**, **Figure 2 (Redhills)** and **Figure 3 (Riverhead)** below. The reader is also referred to the general arrangement plans that support the NoR and outlines the extent of the existing designations and the extent of the NoR. The General Arrangement Plans for each of the North West Local Arterial NoRs can be found at the following link under the heading North West Local: projects in Whenuapai and Redhills (also includes Riverhead):

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/supporting-growth-programme/Pages/transport-projects-north-west-auckland.aspx>



Figure 1: Location of North West Local Arterials (Whenuapai) NoRs (Source: Figure 3-4 North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022)



Figure 2: Location of North West Local Arterials (Redhills) NoRs (Source: Figure 3-5 North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022).

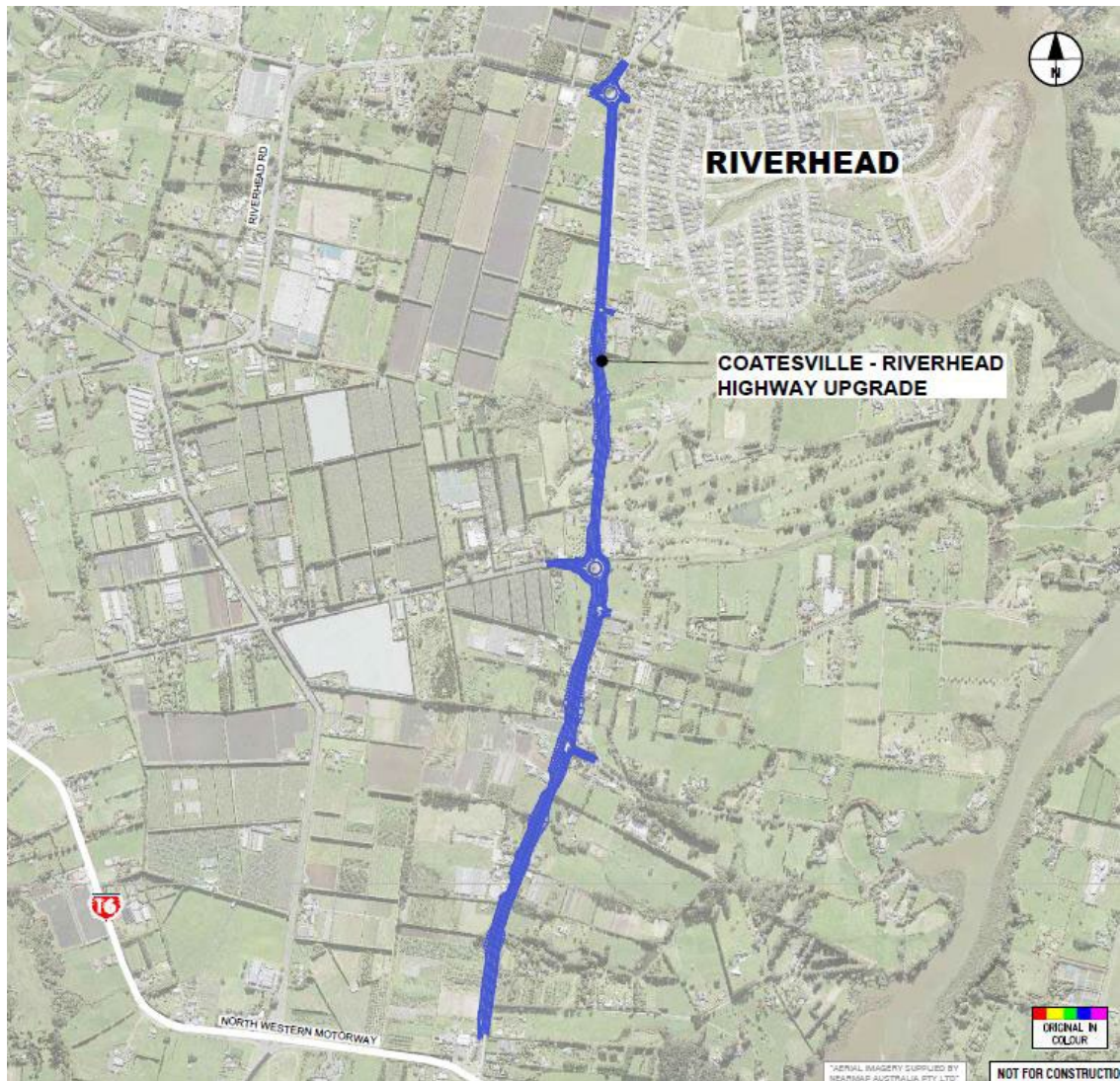


Figure 3: Location of North West Local Arterials (Riverhead) NoR (Source: Figure 3-6 North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022).

2.3 Notice of requirement documents

The lodged NoRs consist of the following documents:

NoR	Document Name
North West Local Arterials	
	<ul style="list-style-type: none"> • NW Local Arterials – Lodgement Cover letter • NW Local Arterials – Assessment of Effects on the Environment • NW Local Arterials – Assessment of Alternatives • NW Local Arterials – Appendix B – new designation proposed conditions (revised 12.01.23) • NW Local Arterials – Conditions – Part 1 of 2 (revised 12.01.23) • NW Local Arterials – Conditions – Part 2 of 2
Redhills/Riverhead	
	<ul style="list-style-type: none"> • NW Local Arterials – Form 18 – NoR R1 (Coatesville-Riverhead Highway) • NW Local Arterials – Form 18 – NoR RE1 (Don Buck Road) • NW Local Arterials – Form 18 – NoR RE2 (Des 1433 Fred Taylor Drive) • NW Local Arterials – General Arrangement Plans – Coatesville-Riverhead Highway (Revised 12.1.2023) • NW Local Arterials – General Arrangement Plans – Don Buck Road (NoR RE1) • NW Local Arterials – General Arrangement Plans – Fred Taylor Drive (NoR RE2) • NW Local Arterials – Assessment of Transport Effects • NW Local Arterials – Assessment of Construction Noise and Vibration – Redhills Riverhead • NW Local Arterials – Assessment of Road Traffic Noise and Vibration Effects – Redhills Riverhead – Part 1 of 3 • NW Local Arterials – Assessment of Road Traffic Noise and Vibration Effects – Redhills Riverhead – Part 2 of 3 • NW Local Arterials – Assessment of Road Traffic Noise and Vibration Effects – Redhills Riverhead – Part 3 of 3 • NW Local Arterials – Assessment of Flooding Effects – Redhills Riverhead • NW Local Arterials – Assessment of Ecological Effects – Redhills Riverhead • NW Local Arterials – Assessment of Landscape Effects – Redhills Riverhead • NW Local Arterials – Assessment of Effects on Heritage and Archaeology – Redhills Riverhead.
Whenuapai	
	<ul style="list-style-type: none"> • NW Local Arterials – Form 18 – NoR W1 (Trig Road North) • NW Local Arterials – Form 18 – NoR W2 (Māmari Road) • NW Local Arterials – Form 18 – NoR W3 (Brigham Creek Road) • NW Local Arterials – Form 18 – NoR W4 (Spedding Road) • NW Local Arterials – Form 18 – NoR W5 (Des 1437 Hobsonville Road) • NW Local Arterials – General Arrangement Plans – Whenuapai • NW Local Arterials – General Arrangement Plans – Trig Road – Part 1 of 2 (NoR W1) • NW Local Arterials – General Arrangement Plans – Trig Road – Part 2 of 2 • NW Local Arterials – General Arrangement Plans – Māmari Road – Part 1 of 2 (NoR W2) • NW Local Arterials – General Arrangement Plans – Māmari Road – Part 2 of 2 • NW Local Arterials – General Arrangement Plans – Brigham Creek Road – Part 1 of 2 (NoR W3) • NW Local Arterials – General Arrangement Plans – Brigham Creek Road – Part 2 of 2 • NW Local Arterials – General Arrangement Plans – Spedding Road – Part 1 of 3 (NoR W4) • NW Local Arterials – General Arrangement Plans – Spedding Road – Part 2 of 3 • NW Local Arterials – General Arrangement Plans – Spedding Road – Part 3 of 3

- NW Local Arterials – General Arrangement Plans – Hobsonville Road – Part 1 of 3 (NoR W5)
- NW Local Arterials – General Arrangement Plans – Hobsonville Road – Part 2 of 3
- NW Local Arterials – General Arrangement Plans – Hobsonville Road – Part 3 of 3
- NW Local Arterials – Assessment of Traffic Effects – Whenuapai
- NW Local Arterials – Assessment of Noise and Vibration Effects – Whenuapai – Part 1 of 4
- NW Local Arterials – Assessment of Noise and Vibration Effects – Whenuapai – Part 2 of 4
- NW Local Arterials – Assessment of Noise and Vibration Effects – Whenuapai – Part 3 of 4
- NW Local Arterials – Assessment of Noise and Vibration Effects – Whenuapai – Part 4 of 4
- NW Local Arterials – Assessment of Flooding Effects – Whenuapai
- NW Local Arterials – Assessment of Ecological Effects – Whenuapai
- NW Local Arterials – Assessment of Landscape Effects – Whenuapai
- NW Local Arterials – Assessment of Effects on Heritage and Archaeology

Given the large quantum of information supporting the NoRs, it has not been attached to this report. Instead, the information can be found on the Auckland Council website: Supporting Growth programme (Projects North West Auckland) under the heading of North West Local: projects in Whenuapai and Redhills (also includes Riverhead):

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/supporting-growth-programme/Pages/transport-projects-north-west-auckland.aspx>

2.4 Section 92 requests and responses

Section 92 of the RMA allows councils to request further information from a requiring authority and/or commission a report, at any reasonable time before the hearing.

The council made further information requests and received responses as shown in the following table. The further information requests were forwarded to SGA as they were received from the various specialists (as requested by SGA). This means that the dates of each of the requests and responses may be different. The specialist's requests are combined requests, unless otherwise stated, across the three projects (Local Arterials, Strategic, HIF). The SGA has also combined its responses and/or provided individual responses to particular NoRs.

Section 92 request		section 92 response
Ecology	23/1/2023	Supporting Growth Alliance North West - Heritage Section Supporting Growth Alliance North West – Transport
Transport and traffic	24/1/2023 (Local and HIF) 25/1/2023 (Strategic)	Supporting Growth Alliance – Noise and Vibration Memo Supporting Growth Social Impact Assessment Addendum Supporting Growth Alliance Noise Contours – Trig Road North (W1)
Built Heritage	24/1/2023	Supporting Growth Alliance Noise Contours – Māmari Road (W2)
Archaeology	24/1/2023	Supporting Growth Alliance Noise Contours – Brigham Creek (W3)

Lighting	24/1/2023	Supporting Growth Alliance Noise Contours – Spedding Road (W4)
Social Impact	24/1/2023	Supporting Growth Alliance Noise Contours – Hobsonville Road (W5)
Landscape/Visual	24/1/2023 (Strategic) 25/1/2023 (Local)	Supporting Growth Alliance Noise Contours – Don Buck Road (RE1) Supporting Growth Alliance Noise Contours – Fred Taylor Drive (RE2) Supporting Growth Alliance Noise Contours – Coatesville-Riverhead Highway (R1) Supporting Growth Alliance North West – Addendum to Trig Road Landscape Visual Supporting Growth Alliance – Trig Road Appendix 1 – Representative Viewpoints Supporting Growth Alliance – Lighting Response (misnamed on webpage as Auckland Council Light request)

The council's section 92 requests and the requiring authority's responses are provided in Attachment 1 to this report.

2.5 Specialist reviews

The assessment in this report takes into account reviews and advice from the technical specialists listed in Table 2 below.

Table 2: Technical specialists assisting the council

Specialist	Specialty
Andrew Temperley (Local Arterials and HIF) Anatole Sergejew (Strategic) (External Consultants - Traffic Planning Consultants (TPC))	Transport effects
Jon Styles (External Consultant - Styles Group Limited)	Noise and vibration effects
Jennifer Esterman (External Consultant - Mein Urban Design and Planning Limited)	Urban design effects
Peter Kensington (External Consultant - Kensington Planning and Landscape Consultants Limited (Local Arterials and HIF) Ainsley Verstraeten, Principal Landscape Architect, Auckland Council (Strategic)	Landscape and visual effects
Susan Andrews, Principal Planning, Healthy Waters, Auckland Council	Flooding and stormwater effects

Danny Curtis, Principal – Catchment Planning, Healthy Waters, Auckland Council	
Jason Smith (External Consultant - Morphum Environmental Limited)	Ecology effects
Dan Windwood, Senior Built Heritage, Auckland Council	Built heritage effects
Mica Plowman, Principal Heritage Advisor West, Auckland Council	Cultural heritage effects
Gavin Donaldson, Senior Arborist, Auckland Council	Arboricultural effects
West Fynn, Senior Heritage Arborist, Auckland Council	Scheduled trees/heritage arborist
James Hendra, Consultant Parks Planner, Hendra Planning	Open space effects
Hilary Konigkramer Wendy Turvey (External Consultants - WSP Limited)	Social Impact
John Mckensey (External Consultant - LDP Limited)	Lighting

The specialist reviews are provided in Attachment 1 to this report. The order of the specialist reviews corresponds with the order in the assessment of effects in section 4.2 of this report.

2.6 Notice of requirement description

2.6.1 Background

Context

The background and context to the NoRs is outlined in sections 2 (Introduction) and 4 (Supporting Growth Programme) of the Assessment of Effects on the Environment ('AEE') prepared by Supporting Growth Alliance. This is summarised below.

The Auckland Plan 2050 signals that Auckland could grow by 720,000 people over the next 30 years, generating demand for more than 400,000 additional homes and requiring land for 270,000 more jobs. Around a third of this growth is expected to occur in Future Urban zoned areas identified within the AUP.

As stated in Section 4 of the AEE, in July 2017, the Future Urban Land Supply Strategy (2017) (FULSS) was updated in line with operative AUP zonings, with 15,000 hectares of land allocated for future urbanisation. The FULSS provides for sequenced and accelerated greenfield growth in ten areas of Auckland.

The Supporting Growth Programme has been prepared to investigate, plan and deliver the key components of the future transport network necessary to support greenfield growth in Auckland's future urban areas. SGA is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency² created to undertake necessary planning for this work. SGA advise that the early protection of critical transport routes is necessary to provide certainty for all stakeholders as to the alignment, nature and timing of the future transport network. Designations also provide increased certainty for Auckland Transport and/or Waka Kotahi that it can implement the works provided for by the designation.

As stated in section 4.2 of the AEE, the North West growth areas are approximately 30 kilometres north west of Auckland's Central Business District (CBD). It makes a significant contribution to the future growth of Auckland's population by providing for approximately 42,355 new dwellings and employment opportunities that will contribute 13,000 new jobs across the North West.³ The growth areas are as follows:

- Kumeū-Huapai
- Whenuapai
- Redhills and Redhills North
- Riverhead.

Staging is based on the FULSS and was tested in SGA's DBC modelling to confirm assumptions based on growth need and related projects delivery (refer to Section 4 of the AEE for further information). Table 4.1 of the AEE, as provided below, shows the FULSS predictions of when areas will be development ready. The staging is specific to the North West area and accounted for other strategic network projects (outside the scope of SGA) and transport demand models.

² In partnership with Auckland Council, Mana Whenua and Kiwirail Holdings Limited

³ North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022. Version 1 (prepared by Te Tupu Ngātahi Supporting Growth).

Table 4-1: North West Local Arterials modelled growth and staging

Transport Project	FULSS Staging	DBC Model Staging
Whenuapai		
Trig Road (North)	2018-22 - 1st half, Decade 1	2028-32 - Align with assumed North West Rapid Transit Corridor Full Implementation and State Highway 16 (SH16)/ State Highway 18 (SH18) Connections
Māmari Road	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2)	
Brigham Creek Road	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2)	
Spedding Road Māmari Road to SH16 section Māmari Road to SH18	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2) 2018-22 - Aligns planned growth in Whenuapai Stage 1 (1st Half, Decade 1)	2028-32 - Align with assumed SH18 RTN and SH16/SH18 Connections
Hobsonville Road	2018-22 - Aligns planned growth in Whenuapai Stage 1 (1st Half, Decade 1)	2028-32 - Align with assumed North West Rapid Transit Corridor Full Implementation and SH16/SH18 Connections
Redhills and Riverhead		
Don Buck Road	2028-32 - 1st half, Decade 2	2023-27 - Align with expected growth in Redhills Live-zoned
Fred Taylor Drive	2028-32 - 1st half, Decade 2	2023-27 - Align with expected growth in Redhills Live-zoned and North
Coatesville-Riverhead Highway	2028-32 - Aligns planned growth in Riverhead (1st Half, Decade 2)	2033-37 - Aligned with Alternative State Highway - assumes delayed growth in Riverhead

The North West Transport Network consists of the Local Arterials Package (subject of this report, the NW Strategic Package, and Housing Infrastructure fund (HIF) Package (subject of separate reports). The network is designed to support the North West growth area as shown below in Figure 4 (the North West growth areas are shown in green).

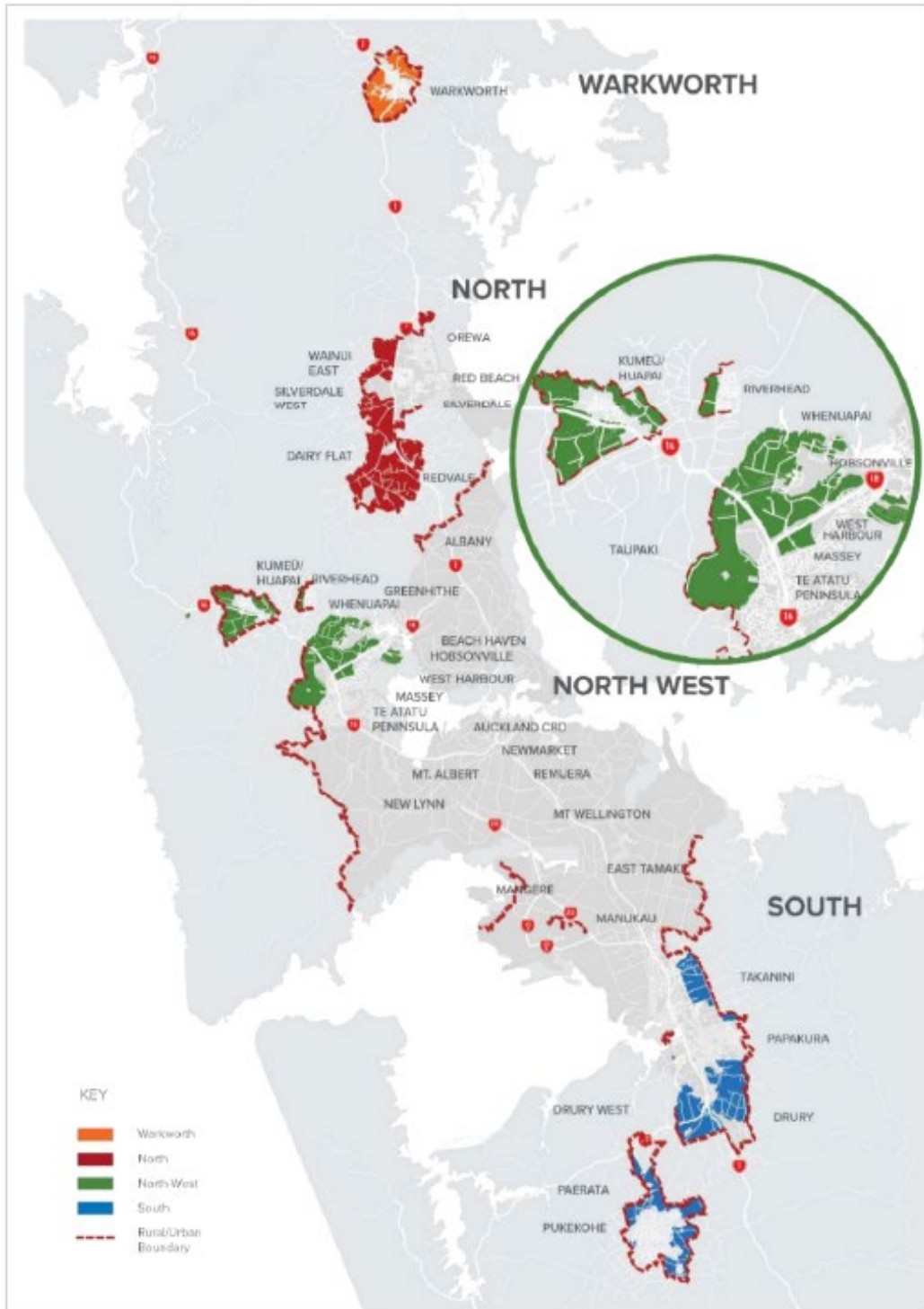
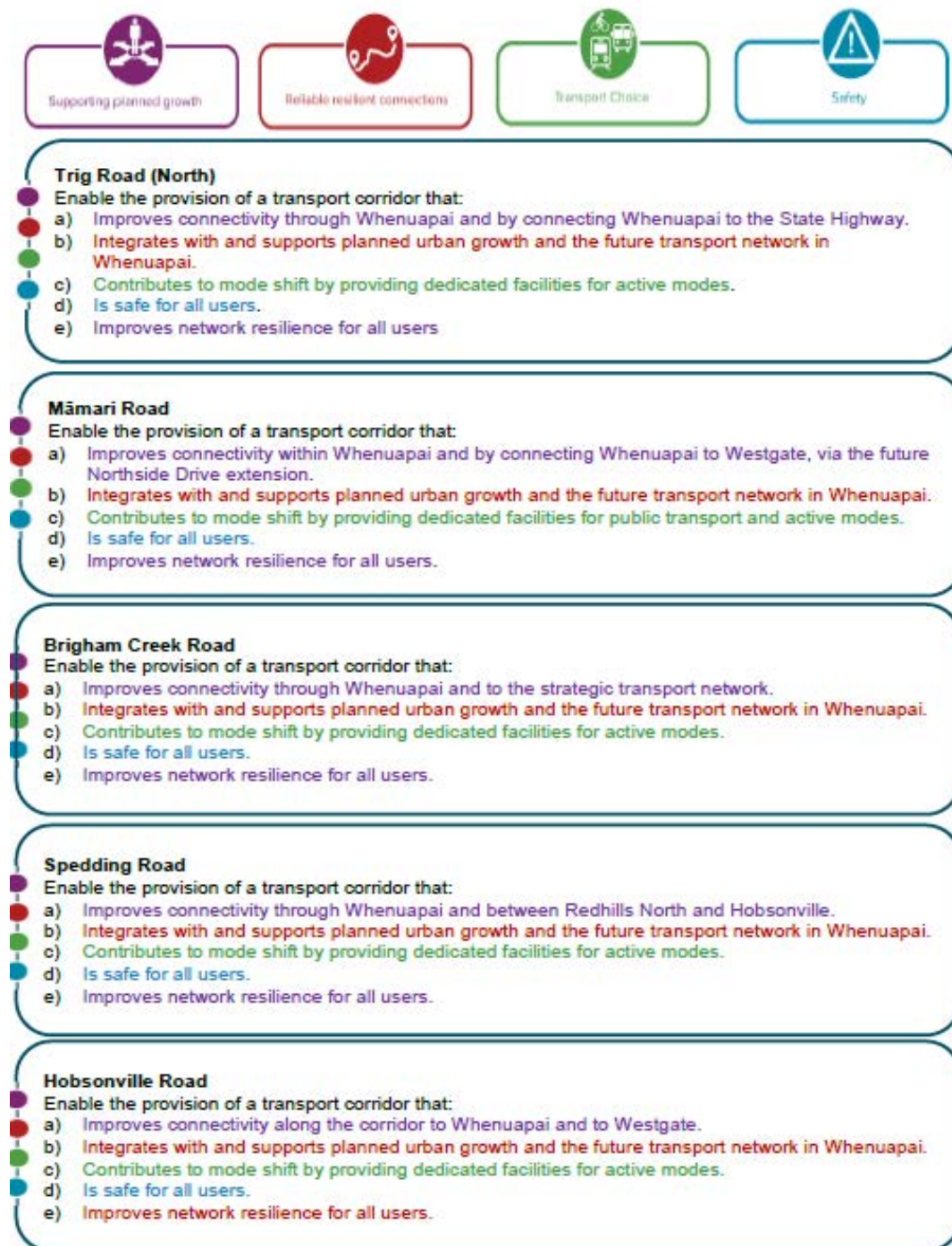
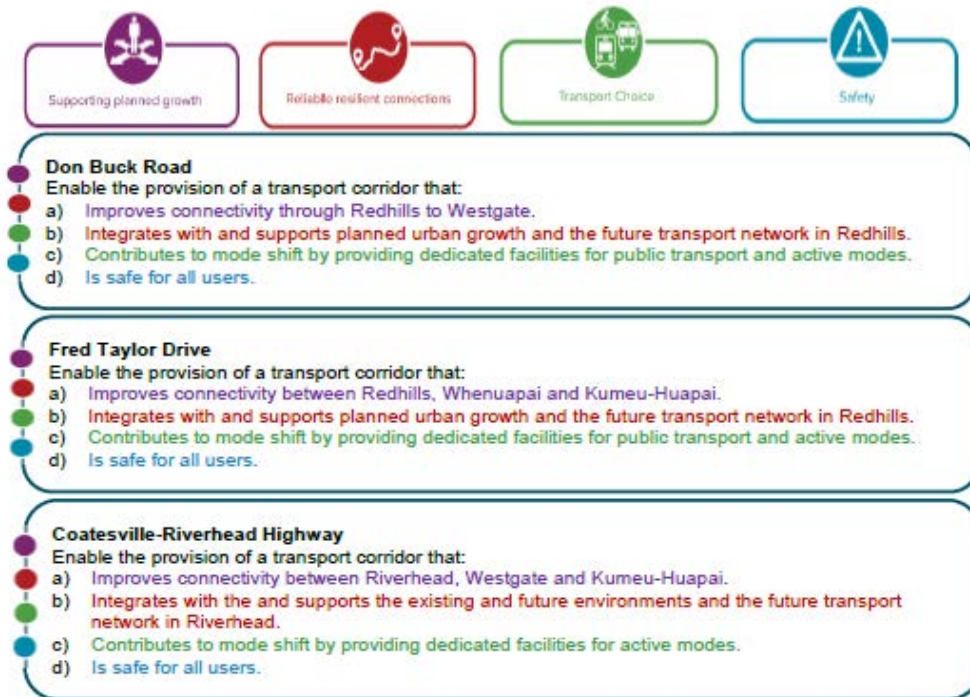


Figure 4: Future Urban Areas of Auckland (North West Growth Area shown in green) (Source: Figure 2-1, North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022).

2.6.2 Project objectives

Section 3.2 of the AEE sets out the objectives for the North West Local NoRs. The objectives are summarised by the following graphics (Figure 3-2 and 3-3 in the AEE).





The AEE states that the extended and/or upgraded transport corridors are expected to be required later than anticipated under the FULSS. It goes on to assert that in practice, the development rate will be influenced by market attractiveness, the owner / developer willingness to develop and underlying, regional growth trends meaning it could be many years before each of the areas is fully developed.⁴ Accordingly, the implementation of the North West Local Arterials Package has been modelled on the following presumptions of growth and staging (refer to Table 2 below).

⁴ AEE section 4.2

Transport Project	FULSS Staging	DBC Model Staging
Whenuapai		
Trig Road (North)	2018-22 - 1st half, Decade 1	2028-32 - Align with assumed North West Rapid Transit Corridor Full Implementation and State Highway 16 (SH16)/ State Highway 18 (SH18) Connections
Māhari Road	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2)	
Brigham Creek Road	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2)	
Spedding Road Māhari Road to SH16 section Māhari Road to SH18	2028-32 - Aligns planned growth in Whenuapai Stage 2 (1st Half, Decade 2) 2018-22 - Aligns planned growth in Whenuapai Stage 1 (1st Half, Decade 1)	2028-32 - Align with assumed SH18 RTN and SH16/SH18 Connections
Hobsonville Road	2018-22 - Aligns planned growth in Whenuapai Stage 1 (1st Half, Decade 1)	2028-32 - Align with assumed North West Rapid Transit Corridor Full Implementation and SH16/SH18 Connections
Redhills and Riverhead		
Don Buck Road	2028-32 - 1st half, Decade 2	2023-27 - Align with expected growth in Redhills Live-zoned
Fred Taylor Drive	2028-32 - 1st half, Decade 2	2023-27 - Align with expected growth in Redhills Live-zoned and North
Coatesville-Riverhead Highway	2028-32 - Aligns planned growth in Riverhead (1st Half, Decade 2)	2033-37 - Aligned with Alternative State Highway - assumes delayed growth in Riverhead

Table 2: North West Local Arterials modelled growth and staging (Source: Table 4-1 AEE)

2.6.3 Lapse dates

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

SGA states that a key objective of the Te Tupu Ngātahi Supporting Growth Programme is to identify and protect land now for future transport networks⁵. In line with this objective SGA has sought extended lapse periods as set out below in Table 3.

⁵ AEE section 5

Notice of requirement	Lapse Period
NoR W1: Trig Road (North) NoR W2: Māmari Road NoR W3: Brigham Creek Road NoR W4: Spedding Road	15 years
NoR W5: Hobsonville Road (alteration to existing designation 1437) NoR RE2: Fred Taylor Drive (alteration to existing designation 1433)	Not applicable as existing designation has already been given effect to
NoR R1: Coatesville-Riverhead Highway	20 years

Table 3: Summary of Proposed Lapsed Periods

2.6.3.1 SGA Rationale for extended lapse periods

The SGA rationale for extended lapse periods relates to the predicted land use and staging of transport projects. As stated in section 4.2 of the AEE, staging of the projects is based on the FULSS.

Section 5.1 of the AEE sets out the rationale for the extended lapse periods. The AEE states:

The rationale for lapse dates consider the modelled land use demands (see Table 4-1) and account for uncertainty of urbanisation and funding timeframes.

In the context of the Projects, extended lapse periods are considered necessary for the following reasons:

- a) *It provides statutory protection of the land required for transport infrastructure to support future growth in a manner that recognises the uncertainty associated with the timing of that growth. As discussed in greater detail below, there is a high degree of uncertainty as to when urbanisation of the FUZ will occur.*
- b) *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 future urbanisation.*
- c) *It provides the Requiring Authorities sufficient time to:*
 - *Undertake the detailed design of the projects*
 - *Obtain the necessary resource consents*
 - *Procure funding*
 - *Undertake tendering / procurement*
 - *Undertake property and access negotiations and other processes associated with the Project construction*

d) *It provides property owners, businesses and the community certainty on where transport routes will be located (i.e., within the designation boundaries) and within what timeframe (the end lapse).*

SGA in Section 5.1 of its AEE also notes that:

- *An extended lapse period does not mean that the designation will not be given effect to until the end of the lapse period sought. A lapse period is a limit and not a target. In other words, if urbanisation were to be confirmed within the lapse period being sought it is likely that the designation will be implemented to enable appropriate integration with development*
- *It is not uncommon for infrastructure projects to have a longer lapse period and this has been confirmed on recent projects such as Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton City Council)*
- *Setting an unrealistically short lapse period would not be a significant factor in facilitating earlier availability of funding than is planned at the time the NOR is sought*
- *Setting an unrealistically short lapse period will likely result in an inadequate suite of conditions to manage any uncertainty if the Requiring Authorities are likely [to] seek to extend the lapse period through the application of section 184 of the RMA.*

The AEE also states that when ‘considering an extended lapse period, it is appropriate to balance the need for that that lapse period against the potential prejudicial or “blighting” effects’.

There are submissions seeking relief in relation to the lapse periods for the NoRs. The appropriateness of the proposed lapse dates are assessed in section 4.4.12 Property and land use effects of this report.

2.6.4 Extent of proposed designations

Typical areas for construction have been identified and applied to the NW Local Arterials NoRs. These have informed the extents of the projects and the designation boundaries. Table 9-2, in Section 9.2 of the AEE, sets out the main construction elements which influence the boundary of the projects i.e., batter slopes, bridges, retaining walls, stormwater treatment, temporary work areas, site facilities, and reconnecting property access. The extent of the proposed designation boundaries are shown in Attachment A to the Form 18s and the ‘General Arrangement Layout Plan’ for each NoR. The ‘General Arrangement Plan’ also includes the construction elements within the proposed designation boundary.

The extent of the proposed designations includes land for both temporary (construction) and permanent occupation. On completion of the works, AT will review the extent of the designation footprint and will uplift the designation, under section 182 of the RMA, from those areas not required for the on-going operation, maintenance or effects mitigation associated with the road corridors. Private land which is not required post-construction will be reintegrated in coordination and discussion with directly affected landowners.

There are submissions seeking relief in relation to the extent of the proposed designations. This matter is discussed/assessed in section 4.4.12 Property and land use effects of this report.

2.6.5 Future resource consents and approvals

Section 30 of the AEE sets out the other resource consent and statutory approvals required to give effect to the designations. These include the following:

Outline Plan of Works

In accordance with section 176A of the RMA, AT (as the requiring authority) will submit to Auckland Council (as the territorial authority) one or more outline plan(s) of works, detailing all relevant aspects of the transport corridors following the completion of detailed design, complying with the conditions applied to the designation(s) and prior to the commencement of construction.

Land subject to other designations

Some land to be designated for the transport corridors is subject to existing designations by other requiring authorities (e.g. Ministry of Education and other network utilities). In order to undertake work in accordance with a designation on land with an existing designation, written consent from every requiring authority that has an earlier designation is required under section 177(1)(a).

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. For this reason, the requiring authority states that written approval under section 177(1)(a) of the RMA has not yet been obtained from the relevant requiring authorities whose designations will be affected by the Local Arterial NoRs.

The requiring authority goes on to state that consultation has occurred with these other requiring authorities on the details of the North West NoRs. However, the requiring authority accepts that it is appropriate that written consent is sought at Outline Plan of Works stage when detailed designs are completed prior to construction, and design amendments can be made, to account for any changes to the status of earlier designations.

Resource consents

The transport corridors will require compliance with NES and approval of regional consents to enable the works. These would be likely to include (but not be limited to) works within watercourses, bulk earthworks, and works on land containing contaminated soil. Although these are not being sought at this stage, SGA has considered their implications in the indicative designs, option assessments, and the proposed designation footprints. These consents will be sought when the detailed design for each of the transport corridors is complete.


2.6.6 Plan Changes required

A future plan change will be required to rezone land, located within the areas subject to the Local Arterial NoRs, which is currently zoned Future Urban Zone (FUZ).

2.7 Proposal

The proposal for each of the NoRs is described within Section 3 of each of the Form 18s. A more detailed description of the NoRs can be found in Sections 10.2 through to 11.4 of the AEE.

A summary of the key features of each NoR is provided below in Table 4.


NoR	Key features of proposed upgrades
W1: Trig Road North	<ul style="list-style-type: none"> • Widening of Trig Road (North) from its current general width of 20m to a 24m wide two-lane cross section including separated cycle lanes and footpaths on both sides of the corridor • Localised widening around the existing intersections with Brigham Creek Road and Spedding Road to accommodate proposed roundabouts • Localised widening around the intersection of Trig Road (North) with Northside Drive to accommodate a signalised intersection • Tie-ins with existing roads, stormwater ponds and culverts • The addition of an active mode bridge to the existing bridge across SH18 • Batter slopes to enable widening of the corridor, and associated cut and fill earthworks • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 


W2:
Māmari
Road


- The widening of the existing Māmari Road corridor (north of Spedding Road) from two lanes and a new section south of Spedding Road to Northside Drive to create a 30-metre wide four-lane urban arterial with separated active mode facilities on both sides of the corridor
- Three stream crossings over the Sinton Stream, Pikau Stream and another upper branch of the Pikau Stream
- Tie-ins with existing roads, stormwater ponds, and culverts. Refer to the drawings at Volume 3 for specific locations along the alignment
- Likely posted speed of 50kph, design speed (of which effects will be assessed on) is 60 kph
- Batter slopes to enable widening of the corridor, and associated cut and fill activities
- Vegetation removal along the existing road corridor
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





LEGEND
— Route Option
+ Railway
□ Project Boundary

NoR	Key features of proposed upgrades
<p>W3: Brigham Creek Road</p>	<ul style="list-style-type: none"> • Widening of Brigham Creek Road from its existing two-lane arterial to a 30m wide four-lane arterial cross-section with active mode facilities on both sides. • Upgrades to intersections and tie-ins with Totara Road/Māmari Road, Trig Road (North) and Kauri Road. All intersections along Brigham Creek Road are proposed to be signalised, with the exception of the intersection of Brigham Creek Road and Trig Road (North) which is proposed as a roundabout intersection. • Tie-ins with existing roads, stormwater dry ponds, wetlands and culverts. • Likely posted speed of 50km/h, design speed (of which effects will be assessed on) is 60 km/h • Batter slopes to enable widening of the corridor and associated cut and fill activities. • Vegetation removal along the existing road corridor. • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 

NoR	Key features of proposed upgrades
W4: Spedding Road	<ul style="list-style-type: none"> • Upgrade of the existing 14 m wide corridor and formation of a new corridor to a 24 m wide two-lane arterial cross section with separated cycle lanes and footpaths on both sides • New roundabouts at the intersection of Fred Taylor Drive in the west, Māmari Road, and Trig Road (North) and signals at Hobsonville Road in the east • A bridge crossing the SH16 motorway near Totara Creek and SH18 motorway near Rawiri Stream • Stormwater ponds and culverts • Likely posted speed of 50 kph, design speed (of which effects will be assessed on) of 60 kph • Batter slopes to enable widening of the corridor, and associated cut and fill activities • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 

NoR	Key features of proposed upgrades
<p>W5: Hobsonville Road</p>	<ul style="list-style-type: none"> • The upgrade of the section between SH16 and Luckens Road to a 30 m wide four-lane arterial, and a 24 m wide two-lane arterial from Luckens Road to Brigham Creek Road and widening to 30 m between Brigham Creek Road and Memorial Park Lane. Active mode facilities will be provided on both sides of Hobsonville Road along the entire length of the corridor • The upgrade of several intersections, including the intersection with proposed Spedding Road and Brigham Creek Road (at SH18) • Stormwater ponds and culverts • Likely posted speed of 50 km/h, design speed (of which effects will be assessed on) is 60 km/h • Batter slopes to enable widening of the corridor, and associated cut and fill activities • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 

NoR	Key features of proposed upgrades
RE1: Don Buck Road	<ul style="list-style-type: none"> • Widening of Don Buck Road to a 30 m wide four-lane arterial with bus priority lanes and separated active mode facilities on both sides of the corridor • The upgrade to the intersections with Fred Taylor Drive, Westgate Drive, Kapia Road, Rush Creek Drive and Beauchamp Road • Tie-ins with existing roads, stormwater pond and culverts • Likely posted speed of 50 km/h, design speed (of which effects will be assessed on) is 60 km/h. • Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks) • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 

NoR	Key features of proposed upgrades
RE2: Fred Taylor Drive	<ul style="list-style-type: none"> • The upgrade of the existing corridor to a 30 m wide four-lane FTN arterial with separated active mode facilities • The upgrade of the intersections with Northside Drive, Kakano Road and other signalised intersections and with Hailes Road (and future Spedding Road) to a roundabout • Additional land for tie-ins with side streets and stormwater pond • Likely posted speed of 50 km/h, design speed (of which effects will be assessed on) is 60 km/h • Batter slopes to enable widening of the corridor, and associated cut and fill activities • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 


NoR	Key features of proposed upgrades
<p>R1: Coatesville-Riverhead Highway</p>	<ul style="list-style-type: none"> • Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial with active mode space on the western side and upgrading the northern section of the alignment to a 24m two-lane urban arterial with active mode facilities on both sides of the corridor • Upgrade of the Coatesville-Riverhead Highway / Old Railway Road intersection from priority T intersection to a roundabout • Upgrade of the existing Coatesville-Riverhead Highway / Riverhead Road roundabout. • Likely posted speed of 50 km/h, design speed (of which effects will be assessed on) is 60 km/h • Tie-ins with existing roads, stormwater treatment (swales and wetland) and culverts • Batter slopes to enable widening of the corridor, and associated cut and fill activities • Vegetation removal along the existing road corridor • Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas. 

Table 4: NoRs and summary of key features (Source: North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022).

2.8 Affected land

Designation plans (provided as Attachment A in Form 18 of the NoRs) together with the schedule of directly affected properties (provided as Attachment B in Form 18 of the NoRs) describe the land that will be directly affected and will be required for the project and associated works.

2.9 Site, locality, catchment and environment description

This report relies on the site and environment descriptions provided by the requiring authority as set out in the following sections of the AEE supporting the NoR:

NoR	Section of AEE and page number
W1: Trig Road (North)	10.2.4 to 10.4.6 (pages 54-61)
W2: Māmari Road	10.3.4 (pages 64- 72)
W3: Brigham Creek Road	10.4.4 (pages 74-84)
W4: Spedding Road	10.5.4 (pages 86-94)
W5: Hobsonville Road	10.6.4 (pages 97-103)
RE1: Don Buck Road	11.2.4 (pages 112-117)
RE2: Fred Taylor Drive	11.3.4 (pages 119-125)
R1: Coatesville-Riverhead Highway	11.4.4 (pages 129-134)

2.10 Other designations, notices of requirement, plan changes and consent applications

As stated above, land which is within or adjoining the NoRs is subject to existing designations as summarised in Sections 10 and 11 of the AEE. The AEE sections also include known plan changes.

Upon request from the hearing commissioners, the council can provide a list of existing land use and regional consents (e.g., groundwater takes, network discharges) within and immediately adjoining the project footprint. Due to the large spatial extent of these NoRs, and as consent processing is a continually evolving situation, this information has not been appended to this report.

It is noted that several plan changes have been recently approved or notified with legal effect in the locality and these include:

Approved Plan Change 69 (Spedding Block):

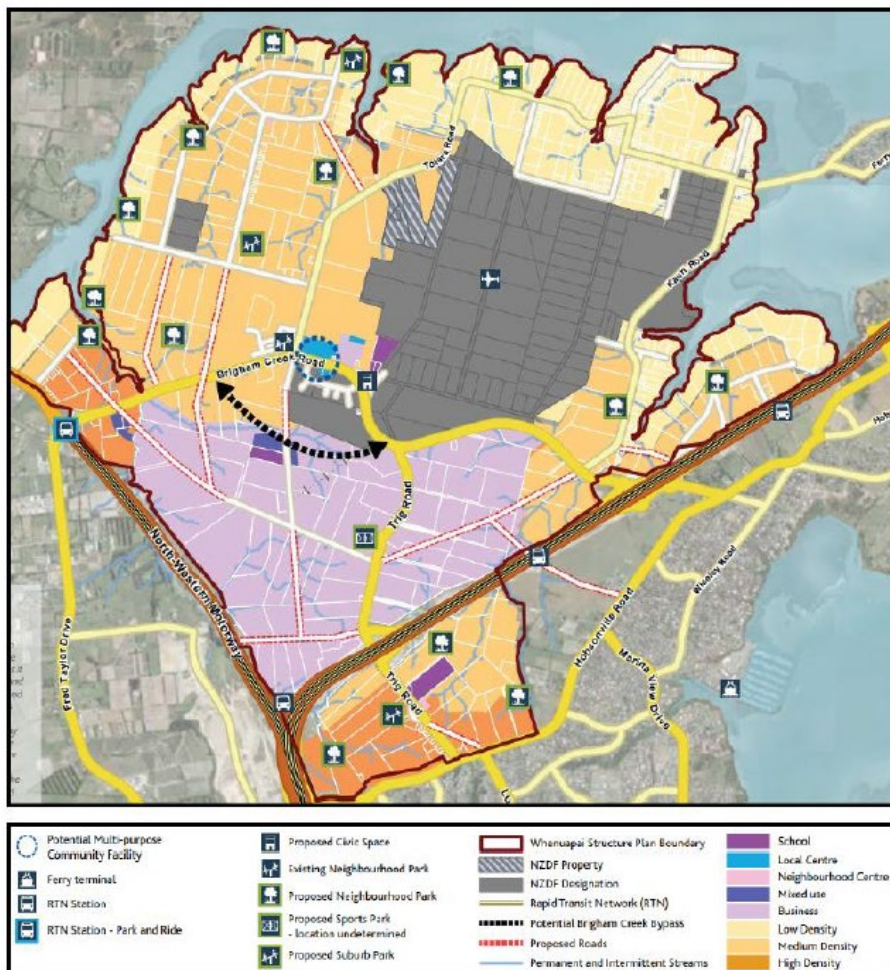
This plan change became fully operative on 12 March 2023. It rezones approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from FUZ to Business – Light Industry Zone. Once implemented, the plan change could enable growth in Whenuapai and advance the demand for the delivery of supporting infrastructure.

Proposed Plan Change 78 (Intensification):

This plan change has been prepared in response to the NPS-UD and recent legislative requirements of the RMA to enable more intensive development in and around neighbourhood, local, town and city centres and rapid transit stops and incorporate Medium Density Residential Standards (**MDRS**) into the AUP:OP.

Spatial Planning

As set out in Section 10.1.1 of the AEE, the Whenuapai Structure Plan⁶ was adopted by Auckland Council in 2016. The Whenuapai Structure Plan sets out the framework for transforming Whenuapai from a semi-rural environment to an urbanised community over the next 10 to 20 years. The Whenuapai Structure Plan guides future development by defining land use patterns and the location, timing, and provision of infrastructure. The land use will be progressively 'live zoned' through private, and Auckland Council initiated plan changes.



⁶ Auckland Council. Whenuapai Structure Plan. September 2016.

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Documents/whenuapai-structure-plan-september-2016.pdf>

3 Notification, submissions and local board views

3.1 Notification

The NoRs were publicly notified on 23 March 2023.

The closing date for submissions was 24 April 2023.

3.2 Consideration of Submissions

The consideration of submissions has been included within Section 4 alongside the analysis of environmental effects. The submissions have either been grouped where they are raising matters or seeking relief on the same theme or addressed individually where it relates to a specific matter i.e. network utility/infrastructure providers. A summary of the submissions is attached as Attachment 4. The individual submissions can be found at the following link:

<https://www.aucklandcouncil.govt.nz/have-your-say/hearings/find-hearing/Pages/Hearing-documents.aspx?HearingId=690>

3.2.1 Late submissions

The following table lists submissions received after the closing date for submissions.

Submitters name	Date submission received by the council	NoR
Kāinga Ora Homes and Communities	11 May 2023	R1, RE1, RE2, W1, W2, W3, W4, W5
Richard and Angela Scott	17 May 2023	RE1
Linda Cheng	12 May 2023	W5
Ross Thomas	30 May 2023	W5
Yvonne and Gayo Vodanovich (amended submission #2 – late in part – amended original submission that was received within timeframe to correct address)	22 June 2023	W1

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.

Under s37 and s37A of the RMA, I recommend that the late submissions on each NoR be accepted. The reason for my recommendation is:

- the submissions are 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;
- I do not consider that the waiver would directly affect the interests of any person; and
- it is considered that including the late submissions will not cause any unreasonable delay.

3.2.2 Assessment of submissions seeking the same relief across the three Strategic Growth North West packages of NoRs

The following submitters have submitted across multiple/all nineteen Strategic Growth North-West notices of requirement (Local Arterials, Strategic and Housing Infrastructure Funded):

- Heritage New Zealand Pouhere Taonga (all nineteen)
- Kāinga Ora (LATE submission on all nineteen)
- Ministry of Education (HIFTR, NoR1, NoR2a, NoR2b, NoR2c, S2, S3, W1, W3, W4, W5, RE1)
- Telecommunications Submitters (all nineteen)
- Watercare Services Limited (all nineteen).

These submissions will be dealt with separately (and consistently within each report) as the relief being sought is either the same or similar across the NoRs'.

3.2.3 Submission assessment for North West Local Arterial NoRs

All of the submissions lodged on the NW Local Arterial NoRs have been read, including the reasons for the submissions and the relief sought.

A total of 204 submissions were received across the eight Local Arterial NoRs, as summarised in Table 5 below. NoR W5: Hobsonville Road (alteration to Designation 1437) received the most submissions (62) and NoR W2: Māmari Road received the least submissions (16). In total, 53 submissions were in support, 97 were in opposition, and 62 were neutral (or did not state).

NoR	Support	Oppose	Neutral/not stated	Total
RE1: Don Buck Road	7	10	8	25
RE2: Fred Taylor Drive	7	7	6	20

NoR	Support	Oppose	Neutral/not stated	Total
R1: Coatesville-Riverhead Highway	6	17	6	29
W1: Trig Road (North)	6	9	6	21
W2: Māmari Road	5	5	6	16
W3: Brigham Creek Road	5	10	7	22
W4: Spedding Road	5	7	5	17
W5: Hobsonville Road	12	32	18	62
Totals	53	97	62	212

Table 5: Submissions received on NW – Local Arterials NoRs

A summary of the submissions for each NoR is provided in Attachment 4 to this report. The issues raised in submissions are shown below in Table 6:

Positive effects
<ul style="list-style-type: none"> • Active mode pedestrian and cycleways supported • Supportive of projects in relation to safety improvements for both traffic and pedestrians • Local arterials needed to support planned development on adjacent properties
Traffic
<ul style="list-style-type: none"> • Access and parking issues (including loss of parking spaces) • Design issues • Necessity for bus lanes and cycle lanes • Future proofing and integration with existing infrastructure • Safety around schools • Local arterials will not alleviate traffic congestion (relating to alteration to Hobsonville Road) • Increased transport emissions • Construction traffic effects • Road classification (e.g. local arterial road, limited access road) • Speed limits • Wider transport network, including prioritisation and interconnectedness of other projects i.e., connections to Westgate, Westgate Bus Station
Natural hazards and flooding
<ul style="list-style-type: none"> • Raising road levels will exacerbate existing flooding • Need for better waterway management to avoid flooding • Update flood methodology following recent flood events • Stormwater and flooding – requests seeking that stormwater is dealt with within designation and not exacerbate issues on adjacent properties • Location/size of wetlands • Need for better management to avoid flooding
Urban Design/Landscape
<ul style="list-style-type: none"> • Changes to/loss of character • Landscape and amenity – reinstatement of property • Connectivity and placemaking

Social effects (overlaps with a number of the effects identified)
<ul style="list-style-type: none"> • Uncertainty due to 20 years lapse period • Prolonged construction effects – all NoR's cumulatively
Noise
<ul style="list-style-type: none"> • Construction noise/vibration • Ongoing noise • Need for noise barriers/mitigation • Low noise road surface
Archaeology/Built Heritage
<ul style="list-style-type: none"> • Need for precautionary archaeology authority to be obtained • Adequacy of the heritage assessment and the Historic Heritage Management Plan conditions
Property/economic effects
<ul style="list-style-type: none"> • Extent of designation boundary • Requests for properties not to be included • Requests for review of extent required for construction and for operation • Access and loss of parking • Stormwater and flooding – requests seeking that stormwater is dealt with within designation and not exacerbate issues on adjacent properties • Length of lapse period – blighting and development uncertainty • Property values • Business viability uncertainty or disruption • Landscape and amenity – reinstatement of property • Reinstatement and improvements to civil infrastructure (stormwater, wastewater) post-construction • Acquisition and compensation including rate rebates • Termination of lease agreements • Uncertainty of works required (retaining walls, battered slopes, earthworks) • NoR prioritisation • Development potential (subdivision, intensification etc.)
Other matters raised
<ul style="list-style-type: none"> • Alignment with existing structure plans, recent plan changes • Construction effects/operational effects - noise, vibration, dust, congestion, pollution, visual, ecological, economic, privacy, crime, safety, flooding, earthworks • Effects on other infrastructure – i.e., Watercare, Spark (and other telecommunication operators), Ministry of Education, New Zealand Defence Force, Kāinga Ora • Consultation and engagement – inadequate or requesting ongoing/periodic engagement • Designation process • Timing (lodgement and notification timeframe) – recent flooding events • Lapse period • Assessment of alternatives – either inadequate or recommending alternatives • Timing/staging of projects • Necessity for projects including elements of projects i.e., active mode facilities (cycling and pedestrian), and bus lanes • Conditions – requests for site specific/new conditions, or amendments • Project funding

Table 6: Issues raised in submissions

The issues raised in submissions have been considered in the assessment of the NW Local Arterial NoRs, including by each of the Council specialists where they relate to the specialists' professional discipline. The matters raised in submissions have been included in section 4.4 of this report alongside the assessment of adverse effects, the relevant statutory provisions, and the recommended conditions to be included in each NoR.

3.3 Local Board views

The Local Arterial NoRs are located within the boundaries of two local boards: Henderson-Massey Local Board and the Upper Harbour Local Board. Views were sought from the Henderson-Massey and Upper Harbour Local Boards following the close of submissions. The Henderson-Massey Board provided their views at a local board meeting on 20 June 2023. The Upper Harbour Local Board provided their views at a local board meeting on 22 June 2023. Both Local Boards have resolved to speak to their views at the hearing. The Local Board views are provided in Attachment 2 to this report.

4 Consideration of the notice of requirement

4.1 Designations under the Resource Management Act 1991

The RMA provides that the procedures adopted in processing a notice of requirement are generally those adopted for processing a resource consent application. This includes lodgement, requiring further information, notification, receiving and hearing of submissions. In respect of this NoR, all of those procedures have been followed.

The procedure differs from the resource consent process in respect of the council consideration of the 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.*

Section 171(1A) is addressed below in section 4.2.2. Section 171(1)(a) is addressed in section 4.5 – 4.7 below. Section 171(1)(b) is addressed in section 4.8 below. Section 171(1)(c) is addressed in section 4.9 below. Section 171(1)(d) is addressed in section 4.10 below.

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.⁷

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:*

(b) *modify the requirement:*

(c) *impose conditions:*

(d) *withdraw the requirement.*

Reasons must be given for the recommendation under section 171(3) of the RMA. Refer to section 6 below for my recommendation.

Alterations to existing designations

Section 181 of the RMA relates to the alteration of any existing designation. For the Local Arterial NoRs, it is NoR W5: Hobsonville Road (alteration to Designation 1437) and NoR RE2: Fred Taylor Drive (alteration to Designation 1433) which are subject to section 181 of the RMA. The alterations are limited to the works proposed as part of these two designations. It does not include works that could be undertaken within (or the effects that are or could reasonably be generated by) the existing designations.

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

⁷ See Estate of P.A. Moran and Others v Transit NZ (W55/99)

- (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—*
 - (a) *the alteration—*
 - (i) *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*
 - (ii) *involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
 - (b) *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*
 - (c) *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.*

4.2 Effects on the environment

I note that the requiring authority's AEE uses the term 'environmental impact' with regard to how the NoRs affect the environment. As the RMA, and in particular section 171 of the RMA, uses the term 'effects on the environment', I have taken the approach that references to 'environmental impacts' are to be read as 'environmental effects'.

4.2.1 SGA's approach to the assessment of environmental effects

The requiring authority's approach to the assessment of environmental effects is set out in section 9.3 to 9.5 of the AEE. The requiring authority has limited its assessment to matters that trigger a district plan resource consent under the AUP. The requiring authority's AEE states the reasons for limiting its assessment are that district plan resource consents are the only activities authorised by the proposed designations and alterations. The AEE goes on to state that NES or regional plan consenting requirements, where these are triggered, are not authorised by the designations and will require future resource consents.

The requiring authority's approach takes into consideration the likely future environment. The requiring authority considers that assessing the effects solely as it exists today (i.e., at the time of this assessment for the NW Local Arterials) will not provide an accurate reflection of the environment. The NoRs protect the transport network necessary to support the planned urbanisation of Whenuapai, Redhills and Riverhead. However, it is anticipated that the network will not be constructed and operational until urbanisation of the North West growth area has been confirmed or commenced. Table 9-3 in Section 9.2.4 of the AEE sets out the expected construction date and estimated duration for each NoR.

The approach taken by the requiring authority within the AEE is that the environmental effects for each NoR have been assessed against the existing and likely future environments. These assessments include the likelihood of change in the environment based on existing activities, zoning and policy direction. The AEE discusses the identified environmental effects as a whole across the NoRs with references to specific NoRs where the requiring authority considers that the environmental effect(s) needs to be taken into account.

Should the NoRs be confirmed the outline plan of works process under section 176A of the RMA would apply to the detailed design and implementation of the works needed to implement the works. That said, it is a responsibility of the requiring authority to demonstrate that the effects of the designation, including its implementation have been assessed and appropriate conditions to manage those effects have been applied to the designation.

The assessment of effects in this report considers the effects on the environment of allowing the requirement, having particular regard to the matters set out in sections 171(1)(a) to (d) and 181 of the RMA.

4.2.2 Effects to be disregarded – trade competition

I do not consider that there are any trade competition effects that should be assessed.

The submissions do not raise any trade competition issues.

4.2.3 Effects that may be disregarded – permitted baseline assessment

The permitted baseline refers to the adverse effects of permitted activities enabled by the AUP on a site. In this case the NoRs refer to multiple sites with a range of different zonings, including residential, business and future urban zones, and combinations of permitted activities.

The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the obligation to apply permitted baseline comparisons extended to Notices of Requirement. 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.

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.

Application of the permitted baseline approach is optional depending on its merits in the circumstances of the NoR being considered.

I do not consider that the permitted baseline approach is appropriate in the case of the Local Arterial NoRs. There are a range of permitted activities that apply to the various zones, including permitted levels of earthworks, vegetation clearance, construction noise, and the establishment of roads. However, the permitted thresholds and associated effects that apply throughout the AUP zones are significantly lower than the scale and intensity of activities proposed by the NoRs.

I do not consider that a comparison between the effects of what is permitted and what is proposed can be of use when considering the NoRs. Therefore, I recommend that the permitted baseline be disregarded. I also note that the requiring authority has not put forward this approach in its assessment of effects.

4.2.4 Effects that may be disregarded – written approvals.

Any effect on a person who has given written approval to the notice of requirement may be disregarded if it is appropriate to do so.

No written approvals were included in the notices of requirement.

4.2.5 Use of Management Plans

The requiring authority 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 as well as to avoid, remedy mitigate or manage the adverse effects of the construction activities associated with the implementation of the project. The following management plans have been offered by the requiring authority:

- 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)
- Stakeholder Communication and Engagement Management Plan (SCEMP)
- Urban and Landscape Design Management Plan (ULDMP)

- Tree Management Plan (TMP).

This approach has been taken across the three NoR Packages (Local Arterials, Strategic, and HIF).

The use of management plans at the NoR stage of a designation is generally supported, and Council officers have had regard to the structure, scope, adequacy and efficacy of each management plan offered as part of the assessment of these NoRs. In a number of circumstances we have recommended amendments to the management plans to address certain adverse effects and/or make the management plans more effective.

It is acknowledged that the NoR process is primarily about route protection rather than implementation and in that regard a management process is accepted as an appropriate method, given that detailed assessment and implementation would occur at the Outline Plan of Works stage.

However, it is important that the NoR conditions set out a robust resource management process for the preparation of management plans. Council considers that 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.

In my view, the following matters need to be considered in the preparation of management plan conditions:

1. Management plan purpose – clear and specific purpose and outcome;
2. Adoption of Best Practicable Option where appropriate especially for construction related management plan (noise and vibration, construction traffic, construction management);
3. Inform the duration, frequency and timing of works to manage disruption on affected receivers;
4. Engagement with affected receivers;
5. Specific details relating to avoiding, remedying or mitigating adverse various effects on the environment and neighbouring properties;
6. Complaints procedure;
7. Details on the monitoring of effects (and how these would inform the management plan going forward); and
8. Details on the process to amend, update or review any management plans.

Generally, it is my view that SGA has adopted these principles in its preparation of recommended management plan conditions. In a number of circumstances Council officers have recommended amendments to the management plans to address certain adverse effects and/or make the management plans more effective.

It is general practice for the Council to certify any management plans that form conditions of designations. In the case of these NoRs, a great deal of reliance is being placed on management plans as the principal method to avoid, remedy or mitigate adverse effects on the environment. In my view, it is important that the council retains the ability to review any management plan for completeness and to make changes to the management plans without the need for formal review of the conditions. Accordingly, I have added a certification clause to each management plan condition.

4.3 Positive effects

4.3.1.1 Application

The positive effects of the Local Arterials NoRs are discussed within each of the environmental effects sections of the AEE (Sections 15 to 25). Section 14 of the AEE provides a summary of the overall positive effects of the Local Arterials Network. These are listed below:

- ***'Supporting and enabling growth: Protecting upgraded and extended transport corridors will support Auckland's growth aspirations for the growth areas of Auckland, including intensification or density of growth, resulting in more efficient urban land development.***
- ***Improved access to economic and social opportunities and resilience of the strategic transport network: Protecting upgraded and/or extended transport corridors will:***
 - *improve travel choices and access to the critical economic and social needs of the existing and future communities*
 - *reduce an over-reliance on existing strategic transport corridors*
 - *better align the form and function of existing transport corridors with the planned urban form*
 - *support freight service operations for businesses in the industrial and commercial areas of Whenuapai, Hobsonville, and Redhills.*
- ***Transformational mode shift: The transport network supports a shift from private vehicles to public transport, walking and cycling, which will provide greater travel choice for all people as the city grows, and will support lower carbon travel choices.***
- ***Land use and transport integration: Integrating future transport choices with Auckland Council's strategic goals for land use and urban form can provide for growth in a way that delivers high quality urban outcomes, placemaking, and enhances liveability – including the desire for a quality, connected urban environment.***
- ***Improved safety: Protecting improved and new transport corridors will help to address existing and increasing safety risks on transport corridors as growth areas urbanise, including:***
 - *provision of dedicated space for cyclists and pedestrians to safely accommodate these modes*

- *specific safety improvement projects, such as improvements to existing transport corridors*
- *a reduction in private vehicle travel as a result of mode shifts towards public transport and walking and cycling.*
- **Sustainable outcomes:** *protecting upgraded and extended transport corridors will support the Government's policy shift towards more sustainable outcomes. Effective land use transport integration and supporting mode shift towards more sustainable travel choices such as public transport and walking and cycling.*
- **Infrastructure integration:** *Integrating the transport response with the needs and opportunities of network utility providers to provide a better whole of system outcome as Te Tupu Ngātahi provide space for utility provision within its conceptual design'.*

4.3.1.2 Planning assessment of positive effects

I generally agree with this assessment and acknowledge the positive effects of the NoRs as described above. I also acknowledge that these positive effects must be taken into account when balancing any adverse effects on the environment.

4.4 Actual and Potential Adverse effects

Effects on the environment are addressed in sections 15 to 25 of the AEE. The following discussion addresses the actual and potential adverse effects of the Local Arterials NoRs. The relevant specialists' reports are referred to and are provided in Attachment 3. Submissions have also been considered and are referred to where relevant.

4.4.1 Transport effects

4.4.1.1 Application

Transport effects are addressed in section 15 of the AEE, and the associated technical reports for Whenuapai, Redhills, and Coatesville-Riverhead⁸. The effects assessment has been undertaken in the context of the likely future environment, based on the full build out of future urban areas, and taking into account wider transport infrastructure upgrades (see AEE, Part A, Section 9.5).

The assessment of the traffic effects considers the positive effects, the operational effects and the construction effects on the transport network.

⁸ Te Tupu Ngātahi Supporting Growth. North West Whenuapai Assessment of Transport Effects. Version 1.0. December 2022; Te Tupu Ngātahi Supporting Growth. North West Redhills Riverhead Assessment of Transport Effects. Version 1. December 2022.

Positive effects

The purpose of the NW Local Arterial Package is to enable the provision of transport corridors that improve connectivity, contribute to mode shift by providing active mode and public transport facilities, are safe for users, and improve network resilience. Therefore, the AEE states that all of the proposed transport corridors have been assessed to have positive operational effects on the transport network.

Operational effects

Section 15.3 of the AEE discusses the operational traffic and transportation effects. The operational effects arising from the extended and/or upgraded transport corridors relate to road safety, walking and cycling, public transport, access, and capacity to accommodate the anticipated level of growth in Whenuapai, Redhills, and Riverhead.

In regard to access, SGA's overarching design philosophy for the network has been to maintain driveway access where practicable. Where driveways are impacted, the designation footprint has been extended to accommodate driveway re-grading or re-alignment where this is practicable and safe access can be re-instated. SGA has identified several existing properties where it has been identified that a replacement driveway will not be possible to implement when the local arterial projects are constructed. This is primarily due to changes in road levels and incursion of the corridor into the front of properties. These properties have been included within the proposed designation footprint.

Overall, adverse effects on access have been avoided by including impacted driveways within the designation where practicable and safe to do so, or by designating the entire property where access cannot be maintained. The requiring authority considers that in terms of wider access, across the Local Arterial Project, the adverse effects are minimal as a result of the proposed mitigation through the Construction Traffic Management Plan. This is due to the ability of future collector roads to integrate with the proposed transport corridors and existing collector roads have been considered as part of the design of each corridor. Therefore, SGA considers that there are no anticipated adverse operational traffic effects that require mitigation.

Construction effects

The greatest extent of adverse effects is anticipated to relate to construction effects. A number of potential temporary adverse construction effects are identified by the SGA, including effects relating to construction traffic routes, partial or full road closure, construction traffic, reduced speed limits, vulnerable road users, driveways, property access for residents and businesses, and land use activities sensitive to construction transport effects i.e. schools and kindergartens.

The requiring authority proposes to remedy or mitigate potential adverse construction effects through conditions requiring the preparation of a Construction Traffic Management Plan ('CTMP') to be prepared closer to the time of construction. Any potential construction effects will be reassessed prior to actual construction commencing, taking into account the specific construction methodology and traffic environment at the time of construction.

The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP will include:

- a) methods to manage the effects of temporary traffic management activities on traffic
- b) measures to ensure the safety of all transport users
- c) 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
- d) the size of 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
- e) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads
- f) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained
- g) 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
- h) the methods that will be undertaken to communicate traffic management measures to affected road users e.g. residents, public, stakeholders, emergency services.

Traffic and transportation effects conclusion

Section 15.7 summarises effects relating to traffic and transport. SGA considers that there are many positive effects on the operation of the transport system, in particular improved safety, connectivity, resilience, and contribution to mode shift. Access effects on property have been identified and the inclusion of these within the designation area has been provided. Therefore, there are no anticipated operational traffic and transportation effects that require mitigation.

In terms of construction traffic effects, the requiring authority considers that there is sufficient network capacity to enable construction traffic. A CTMP will be prepared prior to the start of construction to address the potential construction effects identified in the AEE.

4.4.1.2 Submissions

There are 112 submission points which have raised matters relating to the traffic effects of the Project. The key issues raised in submissions to the Local Arterial NoR's are listed below:

- effects on vehicle/pedestrian access and on-site parking
- the necessity and/or design of active mode facilities
- effects on the wider transport network in relation to existing transport infrastructure/proposed transport infrastructure
- safety around schools/childcare centres
- construction traffic effects including volume of construction traffic, and/or resulting congestion

- design of specific transport infrastructure elements.

The key issues raised in submissions are discussed in general below.

Access

Thirty-eight submissions that were received across seven of the eight Local Arterial NoRs raised the matter of access. This is generally in relation to the guaranteed ongoing, and safe, access/egress to residential and commercial properties during construction. Other concerns raised were:

- the effect of road levels on driveways that already have a steep gradient
- loss of access
- the effects of any new/moved access on an affected site and surrounding properties
- the effect on future access opportunities where properties are yet to be developed i.e. protection of future access/egress
- consultation with affected property owners on access arrangements
- conditions for mitigation and reinstatement of access for specific properties identified in submissions
- safety issues around active mode facilities and access to/from properties
- impose CTMP conditions to ensure that:
 - there are no long-term effects on the existing vehicle access
 - minimise the adverse effects of construction on the access to the site
 - apply to the road network around the site.

Parking

There are three submission points which raised concerns on the effects of parking in relation to the potential loss of carparks and the resulting effects on businesses and the local road network.

Active mode facilities – bus lanes/cycle lanes

There are nine submission points which raise matters relating to active mode facilities. The main concern raised in these opposing submissions relates to the necessity for active mode facilities such as bus lanes, additional bus services, and cycle lanes (particularly for R1: Coatesville-Riverhead Highway). There are two submissions which do support the inclusion of active modes.

Wider transport network (including prioritisation and timing)

Two submitters raised matters with regard to the wider transport network; Stride Property Limited who submitted on six of the eight Local Arterial NoRs⁹; and New Zealand Retail Property Group¹⁰ who submitted on seven of the eight Local Arterial NoRs. The matters raised in the submissions included:

- robust assessments/future proofing required of the transport network to support existing, and future, urban growth
- prioritisation and integration with existing transport infrastructure
- connections around, and to, the Westgate Metropolitan Centre, and other proposed or outstanding projects in the north-west area including Northside Drive (bridge and ramp connections to SH16), and the Westgate Bus Station interchange.

Four submissions relating to R1: Coatesville-Riverhead Highway have raised matters relating to timing of the projects:

- suspend all development in the area until long-term, safe, and sustainable roading solutions are provided
- improve SH16 and the SH16/Coatesville-Riverhead highway intersection first
- priority should be given to other projects including improving public transport, SH16, the motorway access ramps around Westgate, alternative routes for Southhead, Parakai, Helensville and Kaukapakapa, a bypass around Kumeū and rural centres.

Safety around schools

One submitter, Ministry of Education, raised matters relating to construction traffic and safety around schools in relation to five of the eight Local Arterials NoRs¹¹. This matter is related to the potential high number of truck movements that could pose a threat to students walking/cycling to school or students getting out of cars at peak pick-up and drop-off times. The Ministry of Education supports the establishment of a Construction Traffic Management Plan. However, the proposed CTMP condition does not specifically outline details on the management of heavy construction traffic including non-working or non-movement hours (for example during pick up and drop off times) to manage vehicular and pedestrian traffic near schools. The relief sought is through amendments to the CTMP condition with the wording dependent on which school will be affected by the NoR.

In regard to the Ministry of Education's submissions these are also discussed in the following sections of this report:

- (1) section 4.4.2 Noise and vibration

⁹ NoRs RE1, RE2, W1, W2, W3, W4

¹⁰ NoRs RE1, RE2, R1, W1, W2, W3, W4

¹¹ NoRs RE1, W1, W3, W4, W5

- (2) section 4.4.3 Landscape and visual effects
- (3) section 4.4.11. Effects on the community
- (4) section 4.4.13 Effects on utility providers/other infrastructure providers.

One other submission point (submission point #19.6) received for NoR W5 (Hobsonville Road) considered that the CTMP conditions relating to schools should also apply to childcare/early childhood education centres (with particular reference to 193 Hobsonville Road).

'7. Condition 15 – Construction Traffic management Plan. In Condition 15 :

a) In Condition 15(b)(iii) add the words “and care centres” so that the sub-part reads:

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 and care centres or to manage traffic congestion

b) In condition 15(b)(vi) delete the words “where practicable”.'

Construction traffic effects/traffic congestion

There are fourteen submissions that raise matters relating to construction traffic effects. This included requests for mitigation through conditions for specific properties identified in the submissions. The matters raised included:

- mitigation through a condition requiring visually impermeable hoarding, to obscure construction traffic and construction activities, to reduce any distractions to classroom learning environments
- further information required on how traffic effects during construction will be managed generally and on specific properties, including through additional conditions in the CTMP
- mitigation of construction traffic effects, including
 - construction vehicle movement throughout the construction period
 - increased congestion resulting from construction works
 - increased traffic volumes once operational
- apply conditions which ensure that there is sufficient road capacity on the weekends (RE1: Submission point 21.2 notes that the intersection of Fred Taylor Drive and Don Buck Road has not been modelled during the weekend).

Design of elements of traffic infrastructure

Twenty-eight submissions raised matters relating to the design of specific transport infrastructure elements. The submissions points are related to the following NoRs:

R1: Coatesville to Riverhead Highway

There are 19 submission points which raise matters relating to NoR R1:

- amend the design at the intersection of Coatesville-Riverhead Highway/Old Railway Road

- as it is not consistent with urban design or quality compact urban form principles and needs to demonstrate that it can safely accommodate pedestrians and cyclists
- to only allow left turns
- to provide a signalised intersection
- in relation to Huapai Golf Club Incorporated (submission #11)
 - to provide a separate entrance for the Huapai Golf Club due to safety concerns in relation to the entry to the golf club from the south that will be blocked
 - clarify whether the golf club has been considered in the AEE's property impact access Table 12.3
 - clarify why the golf club has not been included in the CTMP as a busy and high traffic site
- in relation to Hallertau Brewery (submission #30)
 - that if the entrance is to be shifted to the west (further from the intersection) then consideration is to be given to the residential lots adjacent to Hallertau
 - that there cannot be a 'no left turn' or raised medians which would prevent a left turn into the business
 - that the ITA considers the potential for traffic from the North Shore backing up through the intersection
 - that the contractor liaises with Hallertau while drafting relevant construction management plans to ensure truck and bus movements in and out of Hallertau remain viable and consideration is given to public parking in the surrounding networks
 - that the contractor liaises with Hallertau while drafting relevant construction management plans to ensure assess for fire trucks is unhindered. At no point during construction can there be any obstruction or lack of access to a hydrant for the fire service.
- amend the design to increase the number of lanes to two in the southern direction towards SH16
- divert traffic for Riverhead to Old Railway Road
- amend to remove the cycle path and build it on the paper road running adjacent to Brigham Creek
- adopt a cross section for roads which fits within the existing legal road corridor or adopt the 23-metre standard cross section
- oppose the roundabout at Coatesville-Riverhead Highway/Old railway road as it will give priority to traffic travelling from Kumeū and increase congestion for traffic travelling from Riverhead

- opposed to the shared cycle and walking path due to concerns of safely entering and existing properties
- design of roading elements that don't hinder access for commercial businesses, emergency vehicles i.e., flush medians rather than raised medians
- concern that there is no evidence provided to support the proposition that the re-alignment will improve safety
- amend the plans to provide flush medians allowing 1197 Coatesville-Riverhead Highway unrestricted access.

W1: Trig Road (North)

There are three submissions which raise design matters in relation to NoR W1:

- ensure that the intersection of Trig, Luckens, and Hobsonville Road is formed to create a simple four-way intersection to maximise efficiency
- details on the design of intersections are provided which incorporates provision for functional and appropriately located vehicle access to specific sites
- that the designation plans specify the anticipated ground levels of the road adjacent to directly affected properties.

W2: Māmari Road and W3 Brigham Creek Road

There is one submission to NoR W2, and 2 submissions to NoR W3, which raised design matters:

- detailed design incorporates careful consideration of, and facilitates, provision of local road connections from the specific sites to both Brigham Creek Road and Māmari Road
- there is not enough room to accommodate active mode facilities (and this will increase congestion for traffic).

W5: Hobsonville Road (alteration to Designation 1437)

There are seven submissions which raised design matters in relation to NoR W5:

- transport infrastructure elements affecting specific properties including:
 - removal of additional splay at 122 Hobsonville Road at the intersection of Hobsonville Road and Sinton Road
 - maintain right hand turns which would be prevented if there was a central raised median
 - location of physical infrastructure required for bus ways, traffic lanes, cycle lanes, footpaths, and berms to be within the existing road corridor i.e., no encroachment onto existing properties
- concern that there will be too many traffic lights on intersections on Hobsonville Road and suggest that roundabouts would be more sensible

- additional crossings to make it safer for pedestrians to cross the road
- cycle lanes should be on both sides of the road
- review the lack of parking being made available in the plan and redraw the plan to ensure parking is available along Hobsonville Road
- review implementing a large round-a-bout at the intersection of Hobsonville Road and Brigham Creek Road.

4.4.1.3 Specialist assessment

Mr Andrew Temperley, council’s consultant traffic specialist, has reviewed the NoRs, including the AEE and the associated technical reports¹² (refer to Attachment 3A). In summary, Mr Temperley’s assessment¹³ states that:

“...based on information provided by SGA to date, I consider that the evidence provided by SGA confirms that the future arterial road corridors are necessary to support traffic growth arising from future urban development in the area. However, I do not consider that sufficient information has been provided to guarantee that the proposed NORs will deliver a fit for purpose road network ensuring safe and efficient operation for all road users.

The lodgement of NORs individually fails to guarantee delivery of key transport outcomes which are reliant on an eventual full network being delivered. The scope of SGA’s assessment of the future transportation performance of the arterial routes focusses primarily on a scenario under which a full network of arterial routes is delivered and does not assess scenarios under which some routes could be subject to heavier future traffic flows if built in the absence of other parts of the future network.”

In reviewing SGA’s assessment of the transportation effects of the NoR corridors, Mr Temperley identified a number of gaps. Additional information was provided in the section 92 responses from SGA. After a review of the further information, Mr Temperley undertook his own assessment and provides a summary of his response to the following information gaps:

- a) inconsistencies in intersection form along most of the future arterial road corridors
- b) poor Level of Services (LOSs) at key intersections, with no interventions or mitigation proposed
- c) assessments of safety
- d) construction traffic effects
- e) interdependency of NoR corridors.

¹² Te Tupu Ngātahi Supporting Growth. Assessment of Traffic Effects – Whenuapai. Version 1.0. December 2022; Te Tupu Ngātahi Supporting Growth. North West Redhills and Riverhead Assessment of Traffic Effects. Version 1. December 2022.

¹³ Memo dated 22 June 2023. Supporting Growth Alliance (NoR Package 1 – Local Arterials) – Transportation Assessment.

Design inconsistencies and level of services at intersections

In regard to a) and b), Mr Temperley is satisfied with the responses provided by SGA which:

- clarify the process for selection of intersection forms and confirm scope for changing intersection forms at a later stage
- clarify the provision for strategic bus and freight movements where appropriate (noting that intersection performance as assessed has interdependence on the delivery of the Local Arterial NoR Package as a whole).

Safety assessments

In regard to c), Mr Temperley is satisfied that the NoRs will result in positive safety outcomes.

Construction traffic effects

In regard to d), Mr Temperley is satisfied with the approach for the construction traffic effects to be addressed through the CTMP process. This is subject to compliance with the provisions of the AUP Transport Chapter¹⁴ in relation to appropriate manoeuvring arrangements on the existing arterial road network.

Interdependency of NoR corridors

In regard to e), the outstanding matter of concern to Mr Temperley is the key issue affecting transportation performance and operation of individual NoR projects. In his view this is the interdependence between particular combinations of NoRs, and the timing of the delivery of separate elements of the network. Mr Temperley states:

“This is particularly noted to be the case for the proposed network of routes in the Whenuapai area, where all of the NoR corridors broadly follow either an east-west axis or a north-south axis in close proximity to each other.”

Mr Temperley has been unable to conclude that acceptable transport outcomes can be achieved in the event that not all of the NoRs are approved. This is because the further information provided by SGA still does not fully assess the transport effects of individual arterial corridors, including the performance of key intersections under an appropriate ‘worst case scenario’.

To ensure that the NoRs deliver a future fit for purpose road network, Mr Temperley makes the following recommendations:

- that the NORs either be approved in their entirety, or that further information be required about transport performance, the possible need to increase transport capacity, and the ability of that additional capacity to be provided within the proposed NOR designations, should any individual NOR not be approved
- site access routes and access points provided during the construction phase to comply with appropriate provisions of the Auckland Unitary Plan Transport Chapter E27.

¹⁴ Chapter E27 Transport. Auckland Unitary Plan (Operative in part) 2016.

Submission assessment

Section 5.0 of Mr Temperley's assessment considers the submissions received on the eight Local Arterial NoRs. Mr Temperley has also provided a response to each of the key issues raised in the submissions (refer to Attachment 3A). Mr Temperley has considered the matters raised in the submissions in forming his conclusions and recommendations.

Conclusions and recommendations

Section 6.0 of Mr Temperley's assessment states that he considers that the NoRs meet the RMA requirement to be 'reasonably necessary' to accommodate future growth within the areas served by the new transport corridors. Mr Temperley's assessment further states:

'However, the lodgement of each of the NORs separately, under its own separate Form 18, fails to guarantee the fulfilment of key transport outcomes which are reliant on an eventual full network being delivered. I consider that insufficient information has been provided by SGA to demonstrate the ability of individual road corridors to function adequately under an appropriate 'worst case scenario', which considers the absence of other key elements of the proposed future road network'.

To ensure that the NoRs deliver a future fit for purpose road network, Mr Temperley makes the following recommendations:

- *'it is recommended that the NORs either be approved in their entirety, or that further information be required on transport performance, the possible need to increase transport capacity, and the ability of that additional capacity to be provided within the proposed NOR designations, should any individual NOR not be approved*
- *site access routes and access points provided during the construction phase to comply with appropriate provisions of the Auckland Unitary Plan Transport Chapter'.*

In relation to the submissions from the Ministry of Education, Mr Temperley has addressed the following submissions:

NoR W1: Trig Road (North)

In regard to the Ministry of Education's submission in relation to the site of the future school at 13-15 Trig Road, Mr Temperley supports the proposed additions to the CTMP conditions as shown in the submission (submission point 5.1) and included in Attachment 5: Recommended amendments to proposed conditions.

NoR W5: Hobsonville Road

As above, Mr Temperley supports the proposed amendments as shown in the Ministry of Education's submission (submission #20), subject to the replacement of 'engaged' with consulted (as shown below and in Attachment 5: Recommended amendments to proposed conditions):

- a. How heavy vehicles will avoid travelling past the schools during before-school and after-school travel times, during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak*

before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be ~~engaged~~ consulted. Heavy vehicle movements must also avoid these schools at their peak before-school and after-school travel times [refer to submission for table with schools and restricted times].

- b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*

- c. Details of consultation (including outcomes agreed) with the applicant and Hobsonville School and Hobsonville Point Secondary School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.*

- d. Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.*

- e. A designation condition is included that the construction area outside Hobsonville School must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments.*

Mr Temperley also considers that the additional relief sought by the Ministry of Education for the Stakeholder and Communication and Engagement Plan (SCEMP) are consistent with the intent of the SCEMP. Mr Temperley suggests the addition of the words 'at least' as shown below and in Attachment 5: Recommended amendments to proposed conditions.

...
(iv) methods for engaging with Hobsonville School. The School must be contacted at least ten working days prior to the start of any construction within 100m of the school boundary.

[(v) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged] and communicated with;

...

4.4.1.4 Planning assessment

I rely on the expert opinion of Mr Temperley in that the NoRs meet the RMA requirement to be 'reasonably necessary' in providing for the transport infrastructure required to accommodate future growth within the areas served by the new transport corridors.

I also agree, that subject to Mr Temperley's assessment (including the conclusions and recommendations for amendments to conditions), that the potential adverse traffic effects of the Project can be avoided, remedied or mitigated. I support the submissions from the Ministry of Education, in regard to the inclusion of the conditions proposed by the Ministry of Education, with the addition of Mr Temperley's recommended amendments. I also support the inclusion of 'childcare centres' as requested by submission point 19.6.

I consider that it is appropriate that the requiring authority provides a response at the hearing on the following matters:

- the matters raised, and relief sought, in submissions:
 - effects on existing vehicle access and consultation with directly affected parties
 - effects on future access opportunities for properties which are yet to be developed
 - necessity for active mode facilities
 - integration with the wider transport network for both existing infrastructure and outstanding projects for infrastructure
 - safety around schools and the conditions proposed by the Ministry of Education for NoRs RE1, W1, W3, W4, and W5 (as shown in submissions and included in Attachment 5: Recommended amendments to proposed conditions)
 - the inclusion of childcare centres (as shown in submission # 19 on NoR W5 and Attachment 5: Recommended amendments to proposed conditions)
 - construction traffic effects and conditions for mitigation
 - design related to specific aspects for roading and active mode facilities both in particular locations such as Riverhead and on specific affected sites within a corridor
- the recommendations and conclusions in Mr Temperley's assessment
- the amendments to the proposed conditions as shown in Attachment 5: Recommended amendments to proposed conditions.

4.4.2 Noise and vibration effects

4.4.2.1 Application

Traffic Noise and Vibration effects and Construction Noise and Vibration effects are addressed in section 16 and 17 of the AEE, and the associated technical reports for Whenuapai, Redhills, and Coatesville-Riverhead. The effects assessment has been undertaken on the likely future environment, based on the full build out of future urban areas, and taking into account wider transport infrastructure upgrades (see AEE, Part A, Section 9.5).

Positive Traffic Noise and Vibration Effects

The implementation of the proposed mitigation measures set out in Section 16.4 of the AEE, will cause the noise levels to decrease or remain unchanged at the majority of Protected Premises and Facilities (PPFs) in the vicinity of Trig Road, Brigham Creek Road, Don Buck Road, Fred Taylor Drive and Coatesville-Riverhead Highway. The reduction in noise levels is due to the redistribution of traffic across the network, resulting in a reduction in traffic volumes along the transport corridors.

The planned decrease in speed limits for Trig Road, Māmari Road, Brigham Creek Road, Spedding Road and Fred Taylor Drive will also provide a reduction in noise levels.

The AEE states that there will therefore be positive noise effects.

Construction Noise and Vibration Effects

Construction noise levels have been assessed using the method recommended in NZS 6803 in accordance with the AUP:OP. As construction of each transport corridor is expected to last for more than 20 weeks, the “long-duration” noise limits are applicable.

Various construction activities and equipment will act as noise sources on site during construction works. A minimum set back distance from receivers to comply with day-time noise criterion of 70 dB without mitigation has been calculated for different type of equipment and construction activities.

Receivers are located at varying distances from construction areas within each of the proposed transport corridors. Appendix A of the Whenuapai Construction Noise and Vibration Assessment and Appendix A of the Redhills and Riverhead Construction Noise and Vibration Assessment identified affected receivers (without mitigation) for each corridor.

With effective mitigation in place, noise levels are predicted to comply with the 70 dB LAeq noise criterion for most of the construction works. However, if exceedances occur, they are not expected to be frequent, due to:

- The majority of the equipment will likely produce lower noise levels than the highest noise equipment for large portions of the works
- The operation of construction equipment will be intermittent in nature
- Construction will be staged so as equipment moves away from the receiver noise levels will reduce
- The setback distances from sensitive receivers to the majority of the proposed works.

Where a noise exceedance is predicted at any receiver that exists at the time of construction, the effects will be mitigated and managed through the CNVMP. In addition, a site specific or activity specific management Schedules to the CNVMP (Schedule) may be required where noise and/or vibration limits are predicted to be exceeded for a more sustained period or by a large margin. The objective of the Schedule is to set out the ‘Best Practicable Option’ measures to manage noise and/or vibration effects of the construction activity that might be required on some properties beyond those measures set out in the CNVMP.

In regard to Night Time Works, It is expected that the majority of the works will be carried out between 7am and 6pm Monday to Saturday. There will be extended hours during the summer earthworks season (e.g. 6 am to 8 pm, Monday to Sunday), and there is also the potential for night works for critical activities such as culvert construction and road surfacing. If night-time works are required in close proximity to residential receivers, consultation and mitigation measures will be essential. The use of noisy equipment should be avoided where possible to prevent sleep disturbance. If the use of noisy equipment cannot be avoided during the night-time it may be necessary to offer temporary relocation to the most affected residential receivers to manage and mitigate adverse effects.

Appendix B of the Whenuapai Construction Noise and Vibration Assessment and Appendix B of the Redhills and Riverhead Construction Noise and Vibration Assessment identifies affected receivers (without mitigation) for each corridor. However, effects on these properties can be mitigated and managed through a CNVMP.

Operational Traffic Noise and Vibration effects

Section 16.3 of the AEE discusses the traffic noise and vibration effects. These effects arise from the extended and/or upgraded transport corridors and the anticipated level of growth in Whenuapai, Redhills and Riverhead.

Noise effects of road traffic on existing noise sensitive locations, referred to as Protected Premises and Facilities (PPFs) within NZS 6806, have been assessed. PPFs within a 200m radius of the rural transport corridors and 100m radius of the urban transport corridors have been included.

The magnitude of effects will largely depend on noise levels received in noise-sensitive spaces within buildings, although there are also potential annoyance effects associated with a loss of amenity when high noise levels are received in outdoor living or recreation spaces. Traffic from new (extended) or upgraded roading projects is not generally expected to create any vibration issues. The smooth and even surface typical of new urban roads would likely generate no more than negligible traffic vibration impacts. Therefore, traffic vibration has not been assessed for the transport corridors.

Of the PPFs that are not predicted to receive a reduction or experience no change in noise levels, the predicted increase is assessed as negligible (between 0 dB and 2 dB) for most. Few PPFs are predicted to experience a 3 dB to 4 dB increase in noise level, resulting in slight adverse noise effects and fewer still are predicted to experience an increase greater than 5 dB in noise level, resulting in moderate noise effects.

As Māmari Road and Spedding Road will be extended as well as upgraded, noise levels are predicted to increase at a number of PPFs even with the implementation of the recommended mitigation measures. However, ambient noise levels will likely increase as the area urbanises and therefore any change in noise level due to the proposed projects may not be as noticeable at the time the proposed transport networks are operational.

In regard to mitigation of operational noise effects, SGA's is implementing mitigation from source to receiver. This means that the road surface is the first choice of mitigation measure as it protects the largest extent of receivers. Second are barriers placed either on the road edge or the property boundary. Barriers may also not be appropriate in some cases. Lastly, building modification can be implemented to existing PPFs where these are not sufficiently designed to reduce internal noise levels. Building modification is the last choice as it only protects individual living areas and has no benefit to the wider community. Where future developments are not yet implemented, the road controlling authorities and developers have a shared responsibility to implement reasonable and appropriate mitigation.

Application of AC-14 or equivalent low noise road surface has been recommended for each extended and / or upgraded transport corridor. The following additional mitigation will be considered during the detailed design of the relevant transport corridor:

- NOR W2 Māmari Road: Installation of a two-metre-high noise barrier at Timatanga Community School
- NOR W5 Hobsonville Road: Installation of two-metre-high localised noise barrier at 39 and 61 Hobsonville Road
- NOR RE1 Don Buck Road: Installation of two-metre-high localised noise barrier at 1 Rush Creek Drive and 508, 510, 538, 540, 546, and 560 Don Buck Road.

Overall, the Predicted traffic noise levels during operation of the NW Local Arterial Package are generally expected to reduce or increase negligibly with once the recommended mitigation is implemented. This assessment is made by comparison with the 'Do Nothing' scenario.

Noise and Vibration effects conclusion

Sections 16.5 and 17.5 summarise the effects relating to Noise and Vibration of construction and operation. SGA considers that the effects of noise and vibration can be mitigated and managed, and these will generally comply with the applicable limits as defined in the AUP:OP. In regard to construction effects, a CNVMP is proposed as the most effective way to avoid, remedy or mitigate construction noise and vibration effects on receivers and to ensure that any potential adverse effects are appropriately managed.

4.4.2.2 Submissions

There are 18 submissions received which raise matters in relation to noise and vibration. The matters raise include:

- support for the retention of the CNVMP condition and associated schedule
- concern that the conditions are not clear if they provide for future dwellings
- requirement for noise mitigation measures including noise barriers, or financial compensation, to address noise issues for residential properties
- noise and vibration during construction and effects on amenity and health e.g., sleep disturbances

- that the conditions allow for construction 24 hours a day which is considered unreasonable given the estimated construction period with residents (both existing and future) requiring respite from construction activities
- increased noise levels and ongoing noise – impose conditions which require that noise and vibration effects are permanently mitigated
- ensure that noise and vibration are managed to meet construction noise and vibration standards throughout the construction period
- concern over the application of the low noise road surface and that it should apply to all Local Arterial NoRs.

The following submissions have requested, and provided the wording for, amendments to the conditions:

NoR RE1 Don Buck Road

1. Submission point 15.5 (Universal Homes)
 - ensure that the construction noise and associated conditions take into account the future residents within the new dwellings under construction at 550 Don Buck Road.

NoR R1: Coatesville-Riverhead Highway

1. Submission point 16.4 (Fletcher Residential Limited)
 - Amend the proposed condition titled ‘Construction Noise Standards’ as set out below (deletions strikethrough and additions underlined):

“Construction Noise Standards
 (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in following table as far as practicable [as shown in the submission and copied below].

Table 16.1: Construction noise standards

Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB

	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
	<u>N/A – no works</u>		
Other occupied buildings			
All	0730h - 1800h	70 dB	
	1800h – 0730h	75 dB	

2. Submission point 16.5 (Fletcher Residential Limited)

- o Amend the proposed condition titled 'Low Noise Road Surface' as set out below (deletions strikethrough and additions underlined):

Low Noise Road Surface

(a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban and/or future urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).

(b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project

(c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:

(i) The volume of traffic exceeds 10,000 vehicles per day; or

(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or

(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or

(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.

(d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) –

(iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.”

3. Submission point 31.6 (Poynter Family Trust)

- Prior to commencement of any work the Requiring Authority shall produce in consultation with submitter, a Management Plan (to be observed by the Requiring Authority and its contractors and agents) detailing measures to be followed to ensure that noise of construction is controlled to avoid sleep disturbance during the hours of 6pm to 8am, and to minimise noise and vibration at all times.

NoR W3: Brigham Creek Road

1. Submission point 7.4 (Oyster Capital Limited)

- Amend proposed condition 16 as follows (deletions as strikethrough and additions as bold underlined as shown on pages 8-10 of the submission (and copied below);
 - (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB

	2000h - 0630h <u>N/A – no works</u>		
Other occupied buildings			
All	0730h - 1800h 1800h - 0730h	70 dB 75 dB	

2. Submission point 7.5 (Oyster Capital Limited)

- Amend proposed condition 14 as follows (deletions as strikethrough and additions as underlined):

(a) ~~The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).~~

(b) (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project

~~(c)~~ (b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:

(i) The volume of traffic exceeds 10,000 vehicles per day; or

(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or

(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or

(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.

~~(d)~~ (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.

NoR W5: Hobsonville Road

1. Submission point 19.7 (BW Holdings Limited)

- Condition 18 – ‘to the extent practicable’ will weaken meaning of ‘Best Practicable Option’. Number of properties affected, and provision must be made for mitigation
 - (1) Condition 18 – Construction Noise and Vibration Plan.
 - a) In condition 18(c) after the words “set out in Conditions 16 and 17” delete the words “to the extent practicable”.
 - b) In condition 18(c) (x) after the words “specific management controls”, add the words “and/or mitigation techniques”.
- Condition –2 - trigger standards should also apply to schools, hospitals, and care centres (and not be limited to areas of high pedestrian use)
 - (1) a) Amend condition 22 (c) (i) so that it reads:
 - (i) The volume of traffic is forecast to exceed 10,000 vehicles per day by the design year (2048); or
 - b) Amend condition 22 (c) by adding the following sub-part
 - (v) The adjoining land use includes noise sensitive uses such as schools, hospitals and care centres.

2. Submission point 20.2 (Ministry of Education)

The Ministry of Education submission notes that Hobsonville School is located closed to the proposed works and has not been identified as a potentially affected property.

The Ministry of Education supports the CNVMP but requests that appropriate noise mitigation (noise barriers and visually impermeable hoarding around the school during construction to reduce disruption) is implemented, and engagement is undertaken with the school if they are identified as an affected party. The MoE are also seeking the following addition to the SCEMP (Condition 12).

- (a) *A SCEMP shall be prepared prior to the start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, 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 Mana Whenua, to be developed in consultation with Mana Whenua;*
- (iv) methods for engaging with Hobsonville School. The School must be contacted ten working days prior to the start of any construction within 100m of the school boundary.*
- (v) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged and communicated with;*
- (vi) Identification of the properties whose owners will be engaged with;*
- (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv)*

4.4.2.3 Specialist assessment

Mr Jon Styles, Auckland Council's consultant noise and vibration specialist, has undertaken a review of the AEE, associated technical reports, and submissions received on the eight Local Arterial NoRs (refer to Attachments 3B1 and 3B2).

Construction noise and vibration

Section 8 of Mr Styles assessment of the construction noise and vibration effects, and the submissions acknowledged in his report, (refer to Attachment 3B1) concludes:

'Managing the noise and vibration effects from the construction of large infrastructure projects can be challenging. The often-heavy nature of the works and close proximity to receivers often results in the generation of noise and vibration effects high enough to cause significant disruption to normal business or residential activity.'

The Assessments are generally comprehensive. I consider that the technical inputs (such as equipment sound power levels), noise and vibration prediction methods, application of NZS6803:1999 and the general technical aspects are appropriate and robust.

A key feature of the Assessments is the lack of detail on construction methods, plant, the time it will take to conduct high-noise or vibration work near to any particular receiver, and therefore the overall degree of construction noise and vibration effects.

I acknowledge that it would be difficult for the Requiring Authority to provide a more accurate assessment of the construction noise and vibration effects at this time, given the relatively long lapse periods and the difficulty in confirming specific construction methods for special features along the routes, such as bridges, retaining walls and other structures.

The noise level predictions provided by the Requiring Authority are useful to give an indication of the approximate magnitude of the effects that will be experienced by the existing receivers, but they should be considered indicative only.

The Assessments also quite rightly acknowledge that the receiving environment is dynamic, and that there are a number of situations where there may be new receivers established much closer to the works areas than the current receivers. This makes it very difficult in many cases to determine what construction noise and vibration effects will be likely on these future receivers. Helpfully, (and in contrast to the operational noise assessments) the Assessments propose that the construction noise and vibration effects on future receivers are treated the same as the existing receivers.

The Requiring Authority proposes to manage the effects of construction work through CNVMP's that will be prepared prior to construction.

The condition sets proposed by the Requiring Authority allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP.

I consider that this arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.

In my view, the activities that infringe the construction noise and vibration standards are the activities that will generate the highest level of effect and disruption. I consider that these activities and effects are the ones that require the closest attention, the most thorough assessment of the BPO and the most careful management.

I have worked with the Council team to prepare a set of marked-up amendments to the NoR conditions proposed by the Requiring Authority. These amendments are generally designed to deliver a greater level of certainty in the way that the construction noise and vibration standards apply and how infringements to those standards are handled.

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity.

Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant'.

Operational noise and vibration

Overall Approach to Noise Assessment

Mr Styles recognises that the AEE relies on NZS6806:2010 – Road Traffic Noise but also notes a number of limitations with its use¹⁵. He states:

'I consider it critical that the limitations of NZS6806:2010 are clearly understood in this decision-making process, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects'.¹⁶

However, Mr Styles agrees with the noise modelling methods and calculation procedures and considers that the modelling process itself, including the calculation methods, input assumptions and the outputs are technically appropriate and sufficiently robust.

A concern raised by Mr Styles is that the modelling inputs and outputs are focussed primarily on the physically existing receiving environment and does not consider the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects could be, and no pathway through designation conditions that could deliver noise mitigation for future communities.¹⁷ In addition Mr Styles states that neither the AEE or proposed conditions make any firm commitment to delivering any particular mitigation option or outcome and effectively “look back in time” to the year 2022. In that regard Mr Style recommends that the future assessment of the Best Practical Option required by the conditions should also require an assessment of the BPO that is integrated with the physically existing and planned environments that are present at that time.

Assessment of road traffic noise effects

Section 4.4 of Mr Styles assessment states:

'The figures attached to the s92 Response demonstrate that a significant number of PPFs will be exposed to noise levels that are greater than the WHO interim targets, even if the identified options to minimise noise inside the road corridor are adopted'.

Mr Styles has provided an example of the change in noise levels arising from the implementation for NoR RE1 Don Buck Road and has inserted Figure 7-2 from the AEE. Mr Styles considers that this figure demonstrates that a large number of PPFs will experience a considerable increase in road traffic noise levels if the project is implemented. Mr Styles assessment also includes Figure 8 from the s92 response for the same stretch of the Project, and which demonstrates that a significant number of PPF's will be exposed to noise levels greater than the World Health Organisation interim target of approximately 50dB $L_{Aeq(24hr)}$.

Mr Styles further states:

¹⁵ Council noise assessment – Styles Group – section 3.1, page 13.

¹⁶ Council noise assessment – Styles Group – section 3.0, page 12.

¹⁷ Council Noise Assessment – Styles Group, Section 4.0.

‘Whether there is a change in noise level or not, there will be a significant number of PPFs proximate to many NoRs that will be exposed to noise levels well above the WHO target levels. With no acoustic mitigation for those PPFs, I consider that there is a strong likelihood of significant adverse effects arising in the population.

I consider that this creates a strong incentive for ensuring that the BPO can and will be adopted for minimising the road traffic noise effects for the physically existing 2022 environment and any future communities that might be proximate to the Projects’.

Missing PPFs

As stated in section 4.5 of Mr Styles assessment, it appears that a number of terraced houses or apartment buildings have been missed from the assessment for NoR RE2.

Mr Styles recommends that the requiring authority re-run the computer noise model for this section with the buildings included.

Application of noise barriers

Section 4.6 of Mr Style’s assessment states:

‘The Assessment confirms that the provision of noise barriers would be limited to a PPF that existed in 2022 and where the future BPO assessment requires a barrier, unless the PPF is double storey. The Assessment contains several examples of where no mitigation has been recommended for two storey dwellings on the basis that a noise barrier would not reduce the noise level at the upper floor, even though they might have a significant positive effect on the indoor and outdoor environment at ground level. An example can be found at section 8.3.1.1 of the Assessment for NoRs W1 – W5.

I consider that the future BPO assessment should require the implementation of roadside barriers where they are required by NZS6806:2010 and where the effects on the ground floor and any outdoor areas at ground level are the primary focus’.

Road Traffic Noise Exposure

Mr Styles states “that it is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high”.¹⁸

Mr Styles emphasises the need to ensure that the Requiring Authority adopts the BPO to minimise the noise generated by the operational phase of the project. This would be achieved by minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

¹⁸ Council Noise Assessment – Styles Group – Section 5.0, page 20.

Shared responsibility

Section 6.0 of Mr Styles assessment discusses the concept of shared responsibility between the 'noise-maker' (in this case the requiring authority) and the occupants and developers of the receiving environment. Mr Styles also discusses the methods adopted by the Project to achieve a shared responsibility and the associated problems with these methods (refer to Attachment 3B for more detail on this discussion).

Appropriateness of the Requiring Authority's BPO assessment

Section 7.0 of Mr Styles assessment discusses the requiring authority's evaluation of the BPO for road noise mitigation based on the receiving environment that physically existed in 2022.

Mr Style notes that the current assessment is indicative only:

'Other than confirming that an asphalt pavement will be used on the roads, the Assessment only makes tentative suggestions for other mitigation measures, such as barriers or acoustically treating houses, and only where the future BPO assessment might require it.

This demonstrates that the Requiring Authority is not committing to any particular noise mitigation measures at this time, other than an asphalt pavement. This is reflected in the Requiring Authority's proposed conditions, which do not mandate the implementation of any operational noise mitigation measures other than the type of pavement'.

Mr Style further states that:

'the proposed conditions essentially freeze the receiving environment in time to 2022. The Requiring Authority's proposed conditions fail to recognise the receiving environment that might exist in the year the final design is undertaken, potentially 20 years from now'.

Further discussion on this matter can be found in Mr Styles assessment (refer to Attachment 3B).

Recommended approach

Mr Style considers that the requiring authority's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time. This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP.

Mr Styles considers that only minor modifications to the requiring authority's proposed conditions are required. Mr Styles considers that there are two ways the conditions could be structured:

- 1) The conditions could simply require a fresh assessment of the BPO for the final design for all PPFs according to the receiving environment that is present prior to construction; or

- 2) The conditions could maintain reference to the schedule of PPFs and their respective categories that existed in 2022, and then add in a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting.

Submissions on operational noise

Section 8 of Mr Styles assessment sets out an assessment of some of the submissions relating to the operational noise effects from the Project.

In regard to the concerns from owners/occupants of dwellings, Mr Styles states:

'There are a number of submissions from owners/ occupants raising concerns they will be exposed to increased traffic noise levels from the Projects.

The concerns are generally expressing an adverse reaction to any increase in noise level arising from the project. I consider that any increase in noise level is undesirable and that every effort should be made to minimise the noise levels experienced in the receiving environment.

The main challenge is for the future BPO assessment to be conducted in the most robust way possible to ensure that any noise effects that do 'spill' into the receiving environment are minimised as far as practicable.

I recommend that the Requiring Authority responds to the specific concerns raised by these submitters'.

Section 8.2 of Mr Styles assessment considers the submission from Kāinga Ora (refer to Attachment 3B for the full discussion on this matter). In summary, Mr Styles:

- agrees with many aspects of the matters raised in paragraphs 29 to 31 of Kāinga Ora's submission in that the potential adverse effects on the health and amenity of people has to the potential to be significant in the existing and proposed Do Minimum environment.
- considers that it would be ideal if the requiring authority could internalise the noise effects such that the noise levels outside the road corridor were no greater than 55dB $L_{Aeq(24hr)}$. However, the number of affected buildings that might require acoustic treatment would be significant and ultimately comes down to the determination of whether it is reasonable to require the requiring authority to mitigate the effects of noise at all PPFs.
- agrees with the matters raised in paragraphs 32 and 33 of the submission in regard to the management of effects at source
- agrees with the matters raised in paragraph 34 of the submission in regard to circumstances where further mitigation in the form of building modification may be required.
- generally agrees with the matter raised in paragraph 37 of the submission in regard to the use of low noise and vibration road surfaces
- supports the Kāinga Ora submission point to require the requiring authority to confirm the use of AC14 is the BPO surface for road noise minimisation in this case.

Recommended operation noise conditions

Section 9.0 of Mr Styles assessments sets out his recommended amendments to the operational noise conditions.

Mr Styles considers that the designation conditions require the future BPO assessment needs to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

Mr Styles recommends that the proposed conditions are amended to deliver the following specific outcomes:

- 1) *'The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken. This could be a simple modification that alters the definition of a PPF, or an addition to the conditions to properly and appropriately recognise the future planned environments.'*
- 2) *The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;*
- 3) *The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned Residential land do not increase. This gives some certainty for future development and assists in sharing the responsibility to mitigate road traffic noise effects;*
- 4) *The conditions should be amended to specifically recognise the sometimes-significant positive effect that roadside barriers can have on the ground floor of activities sensitive to noise and the outdoor spaces, even if they don't screen the upper floors. The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey'.*

Operational Noise Effects Conclusion

Section 10 of Mr Styles assessment provides a summary of his review and reiterates the discussion above in this report:

'It is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high.'

It is well recognised in New Zealand that NZS6806:2010 has a number of limitations. These have been well-documented by various decision makers including several Boards of Inquiry. I consider it critical that the limitations of NZS6806:2010 are clearly understood, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.'

The Assessments confirm that the existing noise environment for those NoR's that are close to the major transport corridors is controlled by road-traffic noise. The noise level predictions for the Design Year for each NoR demonstrate that a significant number of the current PPFs will remain exposed to noise levels that are in some cases significantly above the WHO target noise levels.

This emphasises that there is a significant incentive to ensure that the Requiring Authority is adopting the BPO to minimise the noise generated by the operational phase of the project. This incentive applies to minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

The Assessments set out a short section for each NoR that outlines the possible noise mitigation options that could be adopted. However, the Assessments do not make a firm commitment to any particular mitigation option. This demonstrates that the Requiring Authority has not followed the complete process set out in NZS6806:2010 to consider a range of possible mitigation options and to follow an evaluation process to determine the BPO.

The fundamental principle of the Assessments and s92 Response is to design the road noise mitigation measures for the 2022 physically existing environment, or what is left of it prior to construction work commencing. The Requiring Authority's approach effectively ignores the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities. The only exception to this is a soft commitment to implement an asphalt pavement. This may be well-short of the BPO in some instances.

The Requiring Authority's approach shifts the burden of effects and mitigation entirely on to the receiving environment if it did not physically exist in 2022. The only caveat to this is the 'soft' commitment to apply an asphaltic pavement (moderately low noise) for all NoRs. I consider that this alone will be insufficient to avoid potentially significant adverse effects in many circumstances, and it fails allow integration of road design and noise mitigation with the future environment.

I consider that the Requiring Authority's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;*
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and*
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.*

There are a number of submissions (across all NoRs) from owners/ occupants that raise concerns they will be exposed to increased traffic noise levels. I consider that a number of the submissions raise the same points and are addressed by the recommendations I have made in this review. Some of the submissions require responses directly from the Requiring Authority from the noise models.

I have recommended that the Requiring Authority examine why the computer noise models have omitted some buildings at 86 Fred Taylor Drive, and to rerun the model if indeed those buildings should have been included.

I consider that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

I recommend that the proposed designation conditions are amended to deliver the following specific outcomes:

1) The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken.

2) The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;

3) The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned Residential land do not increase.

4) The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

I consider that it would be impracticable to deliver an outcome where the road noise effects are contained wholly within the designation boundaries. I therefore recommend that the designation conditions are crafted (as above) so they improve the likelihood of a properly integrated design for the noise mitigation measures for the physically existing receiving environment and the future receiving environment that either exists at the time of the future BPO assessment or is planned and anticipated'.

4.4.2.4 Planning assessment

I rely on the expert opinion of Mr Styles and agree that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they also need to ensure that the future environment is properly recognised, particularly given the length of the lapse period and the expected timing of when construction will occur.

I support Mr Styles recommended amendments to the conditions (refer to Attachment 5) and I consider that these will ensure that the potential environmental effects of noise and vibration associated with the Project can be avoided, remedied or mitigated.

I consider it appropriate that the requiring authority provides a response at the hearing on the following matters:

- the relief sought in the submissions including the amendments to conditions including the requested amendments from the following submitters (as shown above in section 4.4.2.2):
 - NoR R1:
 - Fletcher Residential Limited
 - Poynter Family Trust
 - NoR W3: Oyster Capital Limited
 - NoR W5:
 - BW Holdings Limited
 - Ministry of Education
- Mr Styles conclusions and recommendations including the missing PPFs for NoR RE2.
- the amendment to the conditions sought by the Ministry of Education as shown above and in Attachment 5.

4.4.3 Urban design effects

4.4.3.1 Application

Urban design effects are addressed in section 26 of the AEE. The urban design evaluation (UDE) provides an overview of the urban design considerations and inputs for the NW Local Arterials Package as well as the evaluation and identification of future transport and land use integration outcomes and opportunities.

The UDE provides an evaluation based on the guidance and principles established in the Te Tupu Ngātahi Design Framework (Design Framework). It provides urban design focused commentary on the proposed corridor design and recommends the framework for how and where any urban design outcomes should be considered in future design stages (refer to Table 26-1 of the AEE). Table 26-1 takes into account the following principles:

- Environment:
 - support and enhance ecological corridors and biodiversity
 - support water conservation and enhance water quality in a watershed
 - minimise land disturbance, conserve resources and materials
 - adapt to a changing climate and respond to the microclimatic features of each area
- Social:
 - identity and place
 - respect culturally significant sites and landscapes
 - adaptive corridors

- social cohesion
- safe corridors
- Built form
 - align corridors with density
 - corridor scaled to the surrounding context and urban structure
 - facilitate an appropriate interface between place and movement
 - connect nodes
 - connect modes
 - support access to employment and industry
 - prioritise active modes and public transport
 - support inter-regional connections and strategic infrastructure
 - support legible corridor function
- Land use
 - public transport directed and integrated into centres
 - strategic corridors as urban edges.

Urban Design effects conclusion

Section 26.4 of the AEE provides a summary of the UDE and makes recommendations on the matters to be included in the ULDMP.

The proposed corridors within NW Local Arterials Package are generally supportive of the Te Tupu Ngātahi Design Framework. A summary of the recommended urban design outcomes and opportunities are outlined in Table 26 1 of the AEE. These are recommended to form part of the ULDMP in future delivery stages. This will ensure the detailed design of each corridor responds appropriately to the principles and the project specific outcomes sought.

4.4.3.2 Submissions

There was one submission received, on NoR RE2: Fred Taylor Drive, which raised a specific issue in relation to the ULDMP conditions. RedHills Green Limited (submission 16) is seeking the following relief:

Amend Condition 9 as:

a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The ULDMP for each stage of works must be prepared in consultation with the landowner.

b) ...

c) The ULDMP shall be prepared in general accordance with:

...

vi. The Design Guides and Urban Design and Landscape framework prepared for Redhills Green.

As noted below in section 4.4.3.3, submissions assessed by Auckland Council's urban design specialist raise matters in relation to property effects e.g., extent of the designation boundary, extended lapse periods, and the related effects of construction and uncertainty over development opportunities, and compensation, acquisition, or reinstatement. These matters have been addressed in section 4.4.12 Property and land use effects.

Other matters raised in submissions such as traffic, noise and vibration etc. have been addressed in the relevant effects section of this report.

4.4.3.3 Specialist assessment

Ms Jennifer Esterman, Auckland Council's consultant urban design specialist, has undertaken a review of the AEE, associated technical reports, and submissions, in relation to the potential urban design effects arising from the Project (refer to Attachment 3C).

Submission assessment

Ms Esterman notes, in paragraph 6.9 of her memo, that the extent of the widening proposed as part of the designation is not solely an urban design issue. However, the land take also affects the built form and public realm outcomes at the edge of the corridor. Therefore, she addresses the submissions that raise issues pertinent to urban design (refer to Attachment 3C for full details of the submission assessment in Ms Esterman's memo).

It should be noted that the submissions identified by Ms Esterman have been assessed within the various effects sections that the submission/submission point relates e.g., traffic, noise and vibration, landscape and visual.

This includes section 4.4.12 of this report which addresses property and land use effects, including the uncertainty which may arise due to the extent of the designation, extended lapse period, and effects on both residential and business/commercial properties. Therefore, the submissions identified in Ms Esterman's assessment which have raised matters relating to property effects, have either been addressed generally or with specific reference to a submission in that section.

Recommendation on conditions

Ms Esterman has reviewed the proposed conditions that will apply to the NoRs and makes the following recommendations based on the information in her memo:

Whenuapai Local Arterials, Redhills and Riverhead Arterials NoRs

- an ULDMP condition is proposed for NoRs W1, W2, W4, W5, RE1, RE2 and R1.
- that NoR W3 – Brigham Creek Road upgrade, also uses this condition as the draft ULDMP condition for W3 is very similar.

- that RE2 Fred Taylor Drive and W5 Hobsonville Road should use condition 9 opposed to this condition, as those NoRs relates to an existing designation.

Ms Esterman recommends the following amendments to the ULDMP condition (underlined for additions and strikethrough for deletions).

ULDMP Condition

- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition (Cultural Advisory Report] (c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - ensure that the Project integrates with the existing and proposed active mode network;
 - ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
 - ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- (c) The ULDMP shall be prepared in general accordance with:
- Auckland Transport's Urban Roads and Streets Design Guide
 - Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
 - Waka Kotahi Aotearoa Urban Street Guide (2023);
 - Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - Auckland Council's Auckland Design Manual; and
 - Auckland Council's Transport Emissions Reduction Pathway
- (d) To achieve the objective, the ULDMP(s) shall provide details of how the project:
- 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 (including Whenuapai Settlement Playground).
 - provides high quality and safe walking, cycling and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community.
 - Promotes inclusive access (~~where appropriate~~)

- (iv) Promotes a sense of personal and public 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.

- (e) 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 facilities and public transport
 - iii. landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
 - j. Any retaining walls that affect existing residential lots in Whenuapai 1 Precinct that adjoin Brigham Creek Road must be as low as practicable and of a suitable finish to ensure existing residential dwellings have outlook over the street.

Alteration to existing designation conditions W5 and RE2

Ms Esterman supports the inclusion of the ULDMP condition and suggests that it uses the same wording as the ULDMP condition outlined above, with the addition of the wording shown either in italics and/or underlined in the following conditions

- ...
(d)
 - vi. provides high quality and safe walking, cycling, vehicular and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community.

- ...
(e) ...

- j. The design guides and urban design and landscape framework prepared for Redhills Green shall be considered.[applicable to NoR RE2 in response to Submission 16 from Redhills Green Limited]

All Local Arterial notices of requirement

Ms Esterman recommends that the following amendments be made to the designation review condition:

- (a) The Requiring Authority shall ~~within 6 months of Completion of Construction or as soon as otherwise practicable~~ 12 months of lodgement of the outline plan of works:
- (i) in conjunction with the landowner(s), review the extent of the designation required for construction purposes and identify any areas that are no longer required for the on-going operation, maintenance or mitigation of effects of the Project
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4.4.3.4 Planning assessment

I rely on the expert opinion of Ms Esterman, in regard to her assessment of the submissions and the recommendations for amended/new conditions. I support Ms Esterman's recommended amendments to the UDLMP conditions as shown above in section 4.4.3.3. I support in part Ms Esterman's recommended amendments to the Designation Review condition in regard to (a)(ii). I do not support the recommended amendment in (a). While the requiring authority will have a final design when the Outline Plan of Works is submitted, changes during construction, with timeframes for completion ranging from 2 to 5 years, may mean that the extent of the designation, as notified, may be required to complete the proposed works. I recommend the following wording as an alternative:

The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works, or as soon as otherwise practicable:

- (iii) *in conjunction with the landowner(s), review the extent of the designation required for construction purposes and identify any areas that are no longer required for the on-going operation, maintenance or mitigation of effects of the Project*
- (iv) *give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.*

I consider that the proposed conditions, as amended and included in Attachment 5, will ensure that the potential adverse effects of the Project on urban design will be avoided, remedied or mitigated.

However, I consider that it is appropriate that the requiring authority provides a response at the hearing including on the following matters:

- the relief sought in the submissions
- Ms Esterman's assessment of the submissions

- the amendments to the ULDM and Designation review conditions.

4.4.4 Landscape and visual effects

4.4.4.1 Application

Landscape and visual effects are addressed in section 21 of the AEE and the associated technical reports for Whenuapai, Redhills, and Coatesville-Riverhead. The effects assessment reports on the potential effects on landscape character, natural character and visual effects associated with the construction and operation of the proposed transport corridors and makes recommendations on ways of mitigating these effects (see AEE, Section 21.5).

Positive effects

The positive effects to the landscape and visual elements are identified as being largely associated with streetscapes that will support emerging urban forms, a net increase in green infrastructure and slow speed limits.

Construction Landscape and Visual effects

Section 21.3 of the AEE discusses the effects that construction will have on areas, primarily related to the presence of construction within corridors which are to be upgraded and the new extensions to Māmari Road and Spedding Road which cross undeveloped land. Additional construction effects relate to construction on private properties, vegetation clearance, lighting of night works, construction sites, the construction of wetlands and where existing buildings and development are removed.

The effects on private properties within and adjacent to the extended and / or upgraded corridors (including those which are partially designated) have the potential to be impacted during construction.

Vegetation clearance from both within private properties and within the road corridor to accommodate the wider transport corridors and battering of slopes will occur.

Temporary visual effects are anticipated which will be generally consistent in nature and scale to road works and infrastructure activities commonly anticipated by public transient viewing audiences within an arterial corridors. Some public and private vantage points within corridors are likely to witness heightened adverse visual effects through the construction phase due to the magnitude of vegetation removal, proximity to construction compounds¹⁹ and / or earthworks.

¹⁹ Site compounds are areas along the proposed corridor alignments which contain facilities which support the construction works e.g. site offices, service connections (power, water, communications), laydown areas and lockable storage containers, workshop spaces and plant/equipment storage areas, wheel washing/cleaning facilities.

In regard to construction areas, the AEE acknowledges that the phasing of construction will increase the intensity of construction effects experienced e.g. construction traffic, lighting of night works as active construction moves along the transport corridors throughout the construction period. However, the phasing of the works will reduce the period of time that people will experience these adverse effects.

The requiring authority proposes to remedy or mitigate potential adverse construction effects through conditions requiring the preparation of an Urban and Landscape Design Management Plan, Construction Environment Management Plan and Construction Traffic Management Plan. The following mitigation measures will be included in these plans:

- reinstatement of construction and site compound and earth worked areas by removing any left-over fill and shaping ground to integrate with surrounding landform
- hoarding around the boundaries of site compounds that face on to adjacent residential properties
- where practicable, during construction, install construction hoardings with interpretive panels in selected areas which are in close proximity and visible to the public, to provide information about the project and its progress
- limit the removal of notable trees (trees that have no protection but are an identifiable feature within the landscape) and indigenous vegetation
- consideration in locating stockpiles at the edge of site compounds to provide visual screening
- wherever practicable retain stockpile and re-use topsoil from existing pastoral land (within project areas) to reduce the amount of truck movements and associated visual effect
- measures to limit lighting during night time works by using directional lighting to prevent sky glow and glare/spill light falling on residential properties.

Operational Landscape and Visual effects

Section 21.5 of the AEE discusses the operational landscape and visual effects. Across each of the corridors indigenous vegetation is limited in the heavily modified pastoral landscape. Indigenous riparian vegetation is more pronounced adjacent to watercourses. Overall, the natural character value in the landscape is comparatively low across the entirety of the proposed designation footprint for each transport corridor. Across each of the extended and / or upgraded corridors there are likely to be a range of visual amenity effects on public and private viewing audiences relative to their proximity to transport corridors.

For the corridors or sections of corridors located in currently greenfield FUZ locations and on Coatesville-Riverhead Highway, the 'principal elements' (widened corridors, active mode facilities for cycling and walking, structured street tree planting) associated with the upgrades/extensions of the transport corridors will permanently alter the character of the existing rural features. These corridors are currently characterised by the lack of streetscape features, informal intermittent vegetation, shelterbelt and hedgerows along field boundaries and existing adjacent rural land uses. In regard to the existing arterial roads such as Hobsonville Road, Don Buck Road and Fred Taylor Drive the principal elements of the upgrades will generally be in accordance with existing urban arterial roads.

The requiring authority proposes to remedy or mitigate potential adverse construction effects through conditions requiring the preparation of an Urban and Landscape Design Management Plan. The objectives of the ULDMP is to:

- enable integration of permanent works into the surrounding landscape and urban context
- ensure potential adverse landscape and visual effects are managed as far as practicable, contributing to a quality urban environment.

Conclusion of Landscape and Visual effects

Section 21.7 of the AEE summarises the landscape and visual effects. The requiring authority considers that there are low to moderately-low adverse effects during construction and a number of positive landscape and visual effects that will result from the extended and / or upgraded transport corridor. Adverse effects are stated to be appropriately managed through mitigation measures.

4.4.4.2 Submissions

There are four submissions which raise matters relating to the landscape and visual effects of the Project. The matters raised in these submissions are:

- concern around the existing landscaping and its reinstatement for specific properties identified in the submissions
- in relation to the submission received from Hallertau Brewery (Submission #30 on NoR R1: Riverhead to Coatesville Highway) which is seeking the following relief:
 - that the land value apportioned to the piece being designated needs to consider that it does generate income as well as provide a visual amenity specific to Hallertau and the Riverhead Village. A condition of the NOR could require a mitigation planting plan and reuse of the Hop plants in a revised location on site
 - that the legacy resource consent is amended to ensure there are no unintended consequences for the removal of this vegetation on road frontage

- that an arborist is engaged to assess established trees along road frontage and consider their ecological and potential for reuse rather than see them removed and disposed of
- that a plan be created to manage and mitigate loss of amenity along the road frontage.
- in relation to the submission from BW Holdings Limited (Submission #19 on NoR W5: Hobsonville Road) which is seeking the following relief:
 - Condition 9 Urban Landscape Design Management Plan – In condition 9 (d)(ii) add the word “vehicular” so that the sub-part reads: (ii) Provides appropriate walking, cycling and vehicular connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections.

In regard to the last bullet point regarding the relief sought by BW Holdings Limited, this is addressed in section 4.4.3 Urban Design Effects above with a recommendation to amend the UDLMP condition to include ‘vehicular’.

4.4.4.3 Specialist assessment

Mr Peter Kensington, Auckland Council’s landscape consultant, has undertaken an assessment of the landscape effects of the Project, including a review of the AEE and associated technical documents²⁰, and the submissions received on the Local Arterial NoRs (refer to Attachment 3D: Auckland Council Specialist Reviews).

Mr Kensington’s assessment addresses each of the Local Arterial NoRs in turn and includes:

- the documents reviewed
- the key issues
- a response to submissions received on each NoR
- recommendation and conclusion.

Mr Kensington notes that the following themes/issues are relevant in an assessment of landscape effects:

- changes to/loss of character
- landscape and amenity – and reinstatement of property
- construction effects.

Mr Kensington also notes that other specialists are providing aboriginal, ecological, and parks planning advice, all of which have some overlap with landscape effects.

²⁰ Te Tupu Ngātahi Supporting Growth. North West Whenuapai, Landscape effects Assessment. Version 1.0, December 2022; Te Tupu Ngātahi Support Growth. North West Redhills and Riverhead, Assessment of Landscape Affects. Version 1. December 2022.

Sections 2.1 to 2.9 of Mr Kensington's memo addresses the eight Local Arterial NoRs and identifies the key issues which have been discussed in the requiring authority's landscape specialist'. The key issues which are common to all eight NoRs are:

- approach to the assessment 'baseline' and 'likely future environment'
- low through to moderate adverse landscape and visual effects during construction activities; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures
- low through to moderate adverse landscape and visual effects overall; reduced to very-low through to low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established
- positive landscaping and visual effects will result including streetscapes to support emerging urban form, increased 'green infrastructure', slower vehicle speeds, and delivery of indicative esplanade reserves
- recommendation for a ULDMP to include specific requirements .

In regard to the above points, Mr Kensington agrees with the requiring authority's approach and assessment of effects, including the proposed ULDMP condition.

Mr Kensington has also included the key issues specific to the following NoRs:

NoR RE1: Don Buck Road

- adverse effects from loss of riparian vegetation within established wetlands
- recommendation for the ULDMP with specific requirements suggested.

Mr Kensington agrees with both of these statements.

NoR RE2: Fred Taylor Drive

- recommendation for ULDMP with specific requirements suggested.

Mr Kensington agrees with this recommendation.

NoR R1: Riverhead to Coatesville Highway

- adverse effects from loss of screening vegetation in rural/urban front yards
- recommendation for ULDMP with specific requirements suggested, including a tree protection plan to be prepared for scheduled notable trees.

Mr Kensington agrees with this statement and recommendation.

NoR W1: Trig Road (north)

- recommendation for ULDMP to include a vegetation projection plan.

Mr Kensington agrees with this recommendation.

NoR W2: Māmari Road

- recommendation for a condition to promote the stockpiling and re-use of topsoil from pastoral land impacted by the proposed earthworks
- recommendation for the ULDMP to include a vegetation projection plan.

Mr Kensington agrees with both of the above recommendations.

NoR W3: Brigham Creek Road

- recommendation for the ULDMP to include a vegetation projection plan
- potential removal of the large mature trees at the south east of the Whenuapai Settlement Open Space.

Mr Kensington agrees with the recommendation in the first bullet point. He disagrees with the removal and considers that these trees should be retained.

NoR W4: Spedding Road

- recommendation for the ULDMP to include a vegetation projection plan.

Mr Kensington agrees with this recommendation.

NoR W5: Hobsonville Road (alteration to Designation 1437)

- recommendation for the ULDMP to include a vegetation projection plan
- potential removal of the scheduled notable trees adjacent to the Hobsonville School.

Mr Kensington agrees with the first recommendation and disagrees with the potential removal and considers that these trees should be retained.

Assessment of submissions

In response to the submissions across the eight Local Arterial NoRs which raise concerns related to the potential adverse landscape effects arising from the Project, Mr Kensington agrees that localised adverse effects will arise, and that these should be addressed through the ULDMP. Additional details for the specific properties identified in the submissions also needs to be addressed through the ULDMP.

NoR W5: Hobsonville Road

In regard to the Ministry of Education’s submission to W5: Hobsonville Road (Submission point 20.4), Mr Kensington supports the inclusion of a specific condition to achieve the temporary mitigation sought in the submission i.e., visually impermeable hoarding during construction to reduce the effects on classrooms which face into the construction area.

NoR R1: Coatesville-Riverhead Highway

In regard to Hallertau Brewery’s submission to NoR R1 (Submission 5), Mr Kensington agrees that the adverse landscape and visual effects issues being raised by Hallertau are relevant and require mitigation. This should be achieved through specific conditions of the NoR and the inclusion of specific measures within the ULDMP (noting that the current version of the draft conditions has not included such measures).

Proposed conditions

Mr Kensington supports the proposals to include conditions for the NoRs requiring the preparation and implementation of ULDMPs for each of the designated corridors. Mr Kensington considers that compliance with these management plan documents will assist with the ongoing avoidance, remediation, and mitigation of adverse landscape and visual effects, and ensure an integrated and positive outcome.

Mr Kensington memo further states:

‘From my overview of the currently proposed draft conditions, while the intent appears to be captured within the ULDMP condition wording, it has been somewhat difficult to reach a definitive conclusion as to whether all of the recommendations from the various assessments of landscape effects have been specifically recorded for each particular NoR (with no such condition provided for the ‘TRHIF – Trig Road Corridor upgrade (West Harbour)’ NoR.

I suggest that the SGA evidence is best placed to provide this clarification, for my further review (or as facilitated through an expert conferencing process, for example), in order to assist decision makers by providing certainty of outcome for each localised corridor’.

Conclusions and recommendations

Mr Kensington confirms that he agrees:

- with the conclusions reached by the SGA landscape architects
- that the approach of requiring the preparation and implementation of ULDMPs for each of the designated corridors is appropriate in achieving positive and integrated landscape outcomes.

In regard to the Local Arterial NoRs, Mr Kensington makes the following recommendations:

1. *‘ensure there is an explicit requirement for the retention and protection of the large mature trees that exist at the south east of the Whenuapai Settlement Open Space within ‘NoR W3 – Bringham Creek Road upgrade (Whenuapai)’*
2. *ensure there is an explicit requirement for the retention and protection of the scheduled notable trees adjacent to the Hobsonville School within ‘NoR W5 (alteration to Designation 1437) – Hobsonville Road)*
3. *ensure that there are specific conditions and relevant ULDMP requirements that address the suggestions made by Hallertau Brewery for the preparation and implementation of a mitigation planting plan and for existing signage relocation (temporary and permanent)*
4. *review the ULDMP conditions to ensure that the specific recommendations from each of the relevant landscape assessment reports have been captured; and any further requirements relating to specific mitigation measures raised through submissions’.*

Mr Kensington confirms, subject to resolution of the above, that the adverse landscape effects can be effectively avoided, remedied or mitigated, with positive landscape effects also being facilitated through the NoRs and the associated ULDMP conditions.

4.4.4.4 Planning assessment

I rely on the expert opinion of Mr Kensington that the potential adverse landscape effects, subject to the requiring authority's response to the recommendations, can be avoided, remedied or mitigated.

I consider that it is appropriate that the requiring authority provides a response at the hearing on the following matters:

- the relief sought in submissions, including the submissions from the Ministry of Education and Hallertau Brewery
 - NoR W5: Ministry of Education (submission #20.4) – the inclusion of a specific condition to achieve the temporary mitigation sought in the submission i.e., visually impermeable hoarding during construction to reduce the effects on classrooms which face into the construction area.
 - NoR R1: Hallertau Brewery – the inclusion of a condition which requires a mitigation planting plan considering the reuse of the Hop plants in a revised location on the property; and a specific condition requiring the temporary and then permanent relocation of signage.
- Mr Kensington's recommendations including:
 - that there is an explicit requirement for the retention and protection of the large mature trees that exist at the south east of the Whenuapai Settlement Open Space within '*NoR W3 – Brigham Creek Road upgrade (Whenuapai)*'
 - there is an explicit requirement for the retention and protection of the scheduled notable trees adjacent to the Hobsonville School within '*NoR W5 (alteration to Designation 1437) – Hobsonville Road*'
 - clarification on whether all of the recommendations from the various assessments of landscape effects have been specifically recorded for each particular NoR, and that these are included in the ULDMP.

4.4.5 Natural hazards - Flooding and stormwater effects

4.4.5.1 Application

Section 19 of the AEE, and the associated technical reports,²¹ addresses the methodology, and potential effects of the proposed transport corridors during construction and operational phases on the flood extents and levels in the surrounding areas.

Positive effects

²¹ Te Tupu Ngātahi Supporting Growth. North West Whenuapai Assessment of Flooding Effects. Version 1.0. December 2022; Te Tupu Ngātahi Supporting Growth. North West Redhills Riverhead Assessment of Flooding Effects. Version 1. December 2022.

Section 19.2 and 19-1 of the AEE (as shown below) sets out the positive effects of each transport corridor.

NOR	Effect
Whenuapai	
W1: Trig Road (North)	Trig Road (North) upgrade flooding effects have been assessed as negligible.
W2: Māmari Road	The new bridge over Sinton Stream provides an improvement to flood resilience. The bridge has a freeboard greater than 1.2 m between the 100 year flood level and bridge soffit and the 100 year ARI flood difference shows there is a decrease in water levels upstream and downstream of the bridge crossing.
W3: Brigham Creek Road	The proposed new bridge over Waiarohia Stream provides a significant improvement to flood conveyance upstream of the bridge and a decrease in flood levels downstream has been identified through modelling. Upstream of the proposed bridge shows a reduction of 0.58 m in the 100 year ARI flood levels post-development and an associated increase in freeboard between the habitable building floor level and the 100 year ARI flood level. The 100 year ARI flood difference map for the upgraded culvert crossing at 153 Brigham Creek Road presents a decrease in water levels of -1.97 m upstream and -0.22 m downstream due to the upsizing of culverts at this location. This will result in positive effects through increasing the freeboard of the road.
W4: Spedding Road	The new bridges over Totara Creek, Trig Stream and Rāwiri Stream provide an improvement to flood resilience. The new bridges have freeboards >1.2 m between the 100 year ARI flood level and bridge soffit levels. The 100 year ARI flood difference at Totara Creek bridge shows there is no effect on the water levels upstream and downstream, and the Trig Stream bridge shows a decrease of water levels upstream and downstream. The property at 25 Trig Road (North) shows a reduction in the 100 year ARI flood levels benefiting the urbanisation that will occur on this FUZ land.
W5: Hobsonville Road	Hobsonville Road upgrade does not have any identified positive flooding effects and flooding effects have been assessed as negligible.
Redhills and Riverhead	
RE1: Don Buck Road	The corridor lies on a ridgeline and away from any existing flood prone areas and no increased flooding risks are anticipated. Whilst there are no increased flood risk the corridor has been adapted for climate change and the future road will sit above the existing alignment.
RE2: Fred Taylor Drive	The corridor lies on a ridgeline and the proposed road is mostly elevated compared to the existing vertical alignment therefore increasing the freeboard and reducing the potential flooding risks.
R1: Coatesville-Riverhead Highway	The proposed road is elevated compared to the existing vertical alignment at the low points at 1368, 1335, 1295 and 1210 Coatesville-Riverhead Highway to increase freeboard and allow for space to upgrade the stream crossings.

Construction effects

Section 19.3 of the AEE addresses the construction works and potential flooding effects:

- construction of new culvert crossings or upgrading of existing culvert crossings
- construction of new bridges over streams or overland flow paths (the interim design proposes bridges on Māmari Road, Brigham Creek Road and Spedding Road; however there is the potential to upgrade currently proposed culverts to bridges at the detailed design stage)

- Installation of diversion drains and realignment of existing overland flow paths
- construction of new dry ponds or wetlands and upgrading of existing dry ponds or wetlands
- temporary use of lay down areas.

The potential effects of these works are:

- bulk earthworks to complete the contouring for new landscape features e.g., dry ponds or stormwater wetlands and new or upgraded culverts require a dry works area and can alter overland flow paths or generate erosion and sediment effects
- the construction of new bridges over streams will require temporary staging platforms for piling rigs and cranes to be constructed on the banks and possibly over the stream bed and potentially causing a constriction to flood flows and raising upstream flood levels
- the siting of dry ponds or stormwater wetlands within an existing overland flow path can obstruct runoff and result in flows being diverted towards existing properties.

The AEE states that while there is the potential for the above effects to occur on each transport corridor, the effects may vary depending on the location of the works in relation to the overland flow paths or known flood plains in the vicinity. The AEE also notes that the construction lay down areas for each proposed transport corridor are located outside flood plains and major overland flow paths. Therefore, these do not result in an increased flood risk.

Recommended measures

Section 19.4 of the AEE sets out the management and mitigation measures for construction effects within each of the proposed designation footprints. These are as follows:

Construction of extended and / or upgraded transport corridors

- carrying out earthworks during the summer or dry months to reduce the risk of flooding
- locating lay down areas outside of existing overland flow paths
- managing the overland flow paths to make sure flows are not diverted toward existing buildings or properties
- developing a CEMP prior to construction by an experienced Stormwater Engineer which considers the effects of temporary works, earthworks, storage of materials and temporary diversion and drainage on flow paths, flow level and velocity.

Construction of new and existing culvert crossings, stormwater wetlands and dry ponds

- existing culvert extensions should be completed prior to commencement of bulk earthworks to allow for the passage of clean water across the site
- installing temporary diversions or allowing flows to be maintained while new culverts, stormwater wetlands and dry ponds are constructed

- for larger embankments requiring a longer duration of works or for overland flow paths with more regular and higher flow rates, diversions should be installed prior to works commencing
- where no diversion is required a six-metre working clearance between any earthworks and the designation footprint is adopted to accommodate access and materials
- for larger diameter pipes a working clearance of ± 20 metres from the upstream extent and ± 15 metres from the downstream extents is provided.

Construction of new bridges

- temporary platforms should generally be set back as far as practicable from the stream banks and main channel to minimise the risk of flooding
- staging of earthworks for the abutments and stockpiling of materials outside the flood plain to mitigate the potential for blocking flow paths and flood plains.

Operational effects

Section 19.5 of the AEE addresses the operational effects on flooding. The AEE states that there are a range of operational effects particularly from proposed new bridges and waterbody crossings. The flooding effect model that has been used by SGA is based on an indicative design which will be subject to further refinement and may result in some of the structures being modified in the future. Future detailed design will be subject to a separate flooding assessment.

The assessment of the operational flooding effects considered:

- new culvert crossings (≥ 600 mm diameter)
- new bridge structures crossing creeks and streams
- significant areas where the new road embankment encroaches existing flood prone areas
- the extent of flooding on existing properties due to the new project corridor.

The effects of these are:

- increasing impervious areas resulting in increased runoff and potentially increased flood levels
- altering existing overland flow paths resulting in flows being redirected towards existing properties
- obstructing an existing overland flow path resulting in ponding at existing low points or newly created depressions along the corridor
- improving flows under the road reducing upstream flood levels and increasing flood levels at properties further downstream.

The new bridge structures have been assessed to result in overall positive effects. The effects for the new and upgraded culverts are considered to negligible to moderately negative prior to mitigation.

The mitigation measures are set out in Table 19-2 of the AEE (as shown below). These measures have been designed to ensure that the flood effects are adequately addressed during the future detailed design and that adverse flood effects are avoided or mitigated. With implementation of the mitigation measures during the detailed design phase and construction, there is unlikely to be any adverse effects from the operation of each of the proposed transport corridors.

NOR	NOR specific measures (in addition to general conditions)
Whenuapai	
W1 Trig Road (North)	No specific measures are required as there is only a small risk of flooding from culvert blockages
W2 Māmari Road	<ul style="list-style-type: none"> • Diverting the existing overland flow path at the northern section of Māmari Road to discharge to Sinton Stream • Increasing the culvert sizes at 11 Māmari Road, 9 and 7 Spedding Road and 80 Trig Road (North) so that the upstream and downstream water level differences within the stream do not increase by more than 0.5 m on land zoned for urban and future urban development.
W3 Brigham Creek Road	<ul style="list-style-type: none"> • Creating new overland flow path diversions on both sides of the corridor to discharge to nearby overland flow paths or streams to mitigate ponding and decrease flood levels at affected properties • Increasing the culvert sizes at 41-43 and 155-157 Brigham Creek Road so that the upstream and downstream water level differences do not increase by more than 0.5 m on land zoned for urban and future urban development • Design check dams in the proposed diversion drain between 153 and 157 Brigham Creek Road to decrease the peak flow towards the culvert inlet at 155-157 Brigham Creek Road • Upgrading the culvert at Waiarohia Stream by adding smaller culverts to create a balance between the flood level differences upstream and downstream or optimizing the proposed bridge span and freeboard.
W4 Spedding Road	<ul style="list-style-type: none"> • Upsizing the proposed culvert crossings to increase the flow through the culverts therefore decreasing the flood levels upstream • Realign overland flow path north of corridor and optimize culvert design to discharge into overland flow path • Lift the vertical alignment of the road to increase freeboard and realign an overland flow path to discharge into culvert to reduce flood risk • Creating a new diversion for an existing overland flow path to discharge into the stream and decrease flood levels at the property on 15-19 Spedding Road.
W5 Hobsonville Road	<ul style="list-style-type: none"> • Upgrading the proposed inlet and pipe capacities at 283 Hobsonville Road to discharge to the existing underground drainage network to reduce the flood levels off-site • Increasing the pond outlet capacity at 18 Williams Road to allow more flow to discharge downstream.
Redhills and Riverhead	
RE1 Don Buck Road	No specific measures are required as there is a minimal risk of flooding.

NOR	NOR specific measures (in addition to general conditions)
RE2 Fred Taylor Drive	<ul style="list-style-type: none"> • Increase existing culvert size at 160 Fred Taylor Drive and include a realign overland flow path running alongside the corridor • Upgrade overland flow path located between the building and the corridor to decrease the flood extents • Provide diversion drains for the flood prone area at 132-136 Fred Taylor Drive to divert flow and discharge to a pipe network at 140 Fred Taylor Drive or to an existing overland flow path at 122 Fred Taylor Drive.
R1 Riverhead-Coatesville Highway	<ul style="list-style-type: none"> • Temporary diversion during earthworks for stormwater wetland to mitigate flooding during minor rainfall events • Increasing culvert sizes at 1368, 1335, 1295 and 1210 Coatesville-Riverhead Highway so that the upstream and downstream flood levels do not increase by more than 0.05 m • New 5 m wide channel/drain west of the corridor between 1186 to 1170 Coatesville-Riverhead Highway with an inlet structure to connect to an upgraded underground pipe network to allow more flow through to discharge to the open channel east.

The design features set out in Table 19-2 have been incorporated into the interim design of each transport corridor for the Local Arterial NoRs. Specific measures will be confirmed through the development of the design. The following outcomes, which form part of the Flood Hazard condition for each NoR, will be achieved:

- 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 existing dwelling
- no new flood prone areas
- no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.

Recommended measures

Section 19.6 of the AEE sets out the following measures for avoiding, remedying or mitigating the potential adverse effects:

- creating new overland flow path diversions to discharge to nearby overland flow paths or streams to mitigate ponding and decrease flood levels at affected properties
- increasing culvert sizes so that the upstream and downstream water level differences do not increase by more than 0.5 metres on land zoned for urban and future urban development
- upgrading culverts by adding smaller culverts to create a balance between the flood level differences upstream and downstream
- installing drains at the toe of embankments. Sloping towards the culverts can also allow for additional storage to decrease the velocity and peak flow through the culvert crossings
- optimising the proposed bridge span and freeboard during detailed design
- integrating development design requirements for FUZ upstream and downstream of the proposed transport corridor.

Summary of effects on flooding

Section 19.7 of the AEE provides a summary of the effects on flooding.

Positive effects have been identified, particularly where new bridges are proposed. The bridges will raise the existing road levels reducing the potential for flood levels to overtop the road and reducing flood hazard. Additional positive effects can be realised through upgrades to existing, or new, culverts to improve overland and stream flow under the roads.

The requiring authority considers that there is unlikely to be additional risk of flood effects during construction as all proposed laydown areas are outside of the flood plain and overland flow paths. For any areas where there is an increased risk, mitigation measures (such as carrying out construction works during dry weather and using diversion drains) will be adequate to manage this risk.

Potential operational effects include increased flood levels upstream and downstream of crossings and bridges. Design considerations and management measures have been incorporated to ensure that adverse effects are addressed. Based on the findings and recommendations of the Assessment of Flood Hazard Effects, adverse effects of the extended and / or upgraded transport corridors associated with flood hazard are able to be appropriately managed.

4.4.5.2 Submissions

Twenty-three submission points have raised the matter of flooding effects. Eight of the 23 submissions were submitted against NoR R1: Riverhead Coatesville Highway. The matters raised, and the NoR to which they relate are as follows:

NoR RE1: Don Buck Road

- concern over flooding on a specific site at 2/28 Royal Road, Massey (noting that the property is outside of the boundary of this NoR. The same submission has been made on the HIF NoR for NoR1: Redhills North-South Arterial Transport Corridor and is addressed in the separate report for the HIF NoRs)

NoR R1: Coatesville-Riverhead Highway

- the flooding occurring in the area is caused by undersized culverts. In particular, the culvert that runs north between 1302 and 1308 Coatesville-Riverhead Highway under the highway to the south, discharges into 1295 Coatesville-Riverhead Highway which causes flooding over the highway and at the properties at 1302 and 1308
- opposition to the NoR as raising the road level will have stormwater effects on properties along the highway
- opposition to the road layout including the swale to manage stormwater – amend the plan to provide underground stormwater piping
- concerned that the road widening will result in reduced green/brown areas to support stormwater
- concern around flooding in the wider area including Kumeū

- oppose the loss of property due to the stormwater swales proposed at 5 Moontide Road, Riverhead, as this property does not experience any flooding
- concern about the extent of the designation required for the swale affecting 1368-1404 Coatesville-Riverhead Highway
- in regard to submission from the Hallertau Brewery (submission #30):
 - concern over the extent of the designation within a flood hazard (with reference to the Form 18):
 - a) *‘the designation proposes that an increase of 50mm in storm water levels is acceptable on land zoned urban or future urban. a) (v) states that a 10% increase in flood hazard affecting access to existing habitable dwellings is an acceptable outcome. A significant aspect to this element of the designation being that the 2021 Kumeū flood review carried out by Auckland Council concluded that the 2009 flood modelling being used for new infrastructure and development in the catchment was out of date and not fit for purpose as it did not take into consideration the impacts of increased density and increased impermeable area that will occur under the Operative Auckland Unitary Plan. A new flood model is due in 2023 but this is not referenced in the application.*
 - b) *all the NOR applications lodged as part of the Northwest rapid transport corridor which includes this application state a 10% increase in flood risk is acceptable – is that 10% per application or 10% prorated across the entire set of applications? Hallertau do not think this risk has been given the appropriate weighting and do not accept any increase in flood risk is acceptable. Please note Hallertau have live insurance claims for flooding at the time of writing this submission -*
 - c) *seeks that the project must only accept a reduction in flood risk and never accept any increase in flood risk;*
 - d) *seeks clarity around the reduction in phosphorus that the SW treatment train is targeting and how this will be monitored post construction as well as a condition requiring a 70-80% reduction in phosphorus, in line with direction of the NPS-FM’.*

NoR W1: Trig Road (North)

- the design of the road must ensure that there are no stormwater, flooding or other adverse effects on specific properties, including 26 Trig Road
- any detailed design for the new overland flow path infrastructure with the current extent of 73 Trig Road should be designed in consultation with the submitter to minimise any impact to its land; general concern about flooding on property; Amend the plan to provide underground stormwater piping;
- oppose the loss of property due to the stormwater swales proposed at 5 Moontide Road, Riverhead, does not experiencing any flooding.

NoR W2: Māmari Road

- having the road extension further east to avoid the wetland or an overpass across the wetland on no. 5 Spedding Road as planned
- consideration of the size of the culvert under Māmari Road between Points 12 and 11 as it needs to be big enough to prevent water backing up during high rainfall. The downstream overland flow path needs to be reinstated, or the culvert extended beyond Point 11 to the open stream.
- a condition imposed on designation to ensure that (d) The Dry Ponds and associated stormwater infrastructure on the Site, at 28 Māmari Road, are either wholly or partially relocated, or are designed, positioned, and sized by the Requiring Authority: In a manner that does not compromise access to and from the site both for existing and future potential uses; and
 - to ensure there is sufficient capacity to accept stormwater from the Site, including any future development that may occur on it; and in consultation with the submitter, such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

NoR W3: Brigham Creek Road

- general concern around flooding on properties on Brigham Creek Road
- concern about overland flow path and its diversion onto the entrance strip at 151 Brigham Creek Road.

NoR W4: Spedding Road

- in relation to the submission from Oyster Capital Limited (submission point 3.3)
 - opposition to the location of proposed stormwater wetlands 2 and 3 as these are not required to manage stormwater run-off, given the alternative viable in-road bio retention device solution proposed by Oyster (see Figure 2 in the submission).

NoR W5: Hobsonville Road

- that a condition be included that the requiring authority ensures that the Project does not worsen any flooding effects onto neighbouring properties
- in relation to the submission from CDC Data Centres NZ Limited (submission point 51.2):
 - prioritising the installation of the stormwater pipe along the northern boundary and either installing it as part of the CDC Data Centre development or providing future proofing to avoid disruption of the future data centre operation
 - that information is provided to confirmation that flood risks to the proposed development from the wetland and associated stormwater infrastructure will be avoided and/or mitigated.

4.4.5.3 Specialist assessment

Mr Danny Curtis, Auckland Council Healthy Waters Department consultant specialist, has undertaken an assessment of the Local Arterial NoRs and the relevant technical documents.

Mr Curtis's memo (refer to Attachment 3E) states:

'The method of assessment that has been completed for the Local Arterial Road NORs is the same as undertaken for the Redhills HIF NOR; flood assessment only, with no specific design of stormwater management devices completed, and considering both 2.1 degrees and 3.8 degrees climate change impacts of flooding.

The assessment considers a number of projects and presents modelling results exclusive and inclusive of mitigation at key locations in the catchment. This approach is considered appropriate at this concept stage of design.

The basis of design for the NORs appears to be water quality management, SMAF 1 hydrology mitigation (retention and detention of the 95th percentile rainfall event) and an allowance to attenuate the 100-year rainfall event to pre-development levels. This is considered to provide a conservative approach and will allow for the adequate designation of land to be completed for the NORs. At this stage the sizing of the device appears to be relatively generic, which is acceptable at the concept stage. Each device will be refined through the design process.

As for the HIF projects, the 2016 regionwide LiDAR data set has been used to represent the ground profile. This will not include any developments that have occurred since 2016 (e.g., the Whenuapai 1 and 2 Precincts) which may impact on proposed vertical alignment of the roads and catchments draining to the proposed arterial roads. As the arterial road projects advance, the design will need to be updated to reflect actual ground profiles and this data will be required to be collected by SGA.

As per the Redhills HIF project, sizing of the devices has been based on 10% of the contributing catchment area. As previously said, experience suggests that this approach is acceptable for and NOR; however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant issue, as mostly the device locations have an appropriate buffer of land around them within the designation.

The NORs include for a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. There will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. A more detailed assessment of the impacts of these diversions will be required through the design process.

The General Arrangement plans submitted as part of the Coatesville-Riverhead Highway is missing Sheet 4, which is potentially where the proposed wetland is to be located. This should be provided as part of the submission to confirm that the method of stormwater management.

For the proposed works in the Whenuapai catchment it will be important to design any stormwater device to meet the operational performance required by the NZDF. For part of the catchment between Hobsonville Road and Upper Harbour Highway existing Network Discharge Consents for the Waiarohia Stream will need to be complied with'.

Ms Lee Te, Senior Healthy Waters Specialist, Auckland Council, also undertook an assessment in relation to flooding and stormwater effects, which took into account the review undertaken by Danny Curtis. Ms Te and Mr Curtis are recommending the following amendments to the Flood Hazard and CEMP conditions:

Flood Hazard

(a) *The Project shall be designed to achieve the following flood risk outcomes:*

(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;

(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;

(iii) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;

(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development ~~where there is no existing dwelling~~;

(vi) no increase in flood levels in a 1% AEP event for infrastructure;

(vii) no loss in overland flow path capacity, unless provided by other means;

(viii) no new flood prone areas; and

~~(vii)~~ (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year-ARI-10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

Construction Environmental Management Plan (CEMP)

(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work

(b) The CEMP development must include input from an experienced Stormwater Engineer and will consider the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
- (ii) diverting overland flow paths away from area of work
- (iii) minimizing the physical obstruction to flood flows at the road sag points
- (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
- (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)

(c6) The objective 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. To achieve the objective, the CEMP shall include:

- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain*
- (vi) methods for providing for the health and safety of the general public*
- (vii) procedures for incident management*
- (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses*
- (ix) 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*
- (x) procedures for responding to complaints about Construction Works*
- (xi) methods for amending and updating the CEMP as required.*

Submission assessment

Mr Curtis has considered the submissions received on the Local Arterial NoRs (refer to Attachment 3E and as shown below in Table).

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
Flooding, stormwater, wetlands	RE1: Don Buck Road	(5.2) M.Hinge Relates to HIF Redhills project as RE1 terminates above Royal Road.

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<ul style="list-style-type: none"> • Concerns raised on overland flow through the property as the result of new Royal Road HIF alignment. • New stormwater infrastructure will be required to facilitate the new road alignment and will be designed to meet the current Levels of Service required by Auckland Council. • With regard to Overland Flow, until final earthworks and contour plans are available it will not be possible to determine alignments, but an assessment will need to be made by SGA /AT during the consenting process.
	R1: Riverhead-Coatesville Highway	<p>(9.2) M Topia</p> <ul style="list-style-type: none"> • The submission relates to the capacity of the existing culvert beneath the carriageway. • The Assessment of Flooding provided as part of the application states that existing culverts will be upgraded to facilitate future flows and that additional culverts may also be provided if considered necessary during the detailed design process. <p>(10.2) Hosin International</p> <ul style="list-style-type: none"> • The submission relates to flooding experienced at the submitters property. • The Assessment of Flooding provided as part of the application states that existing culverts will be upgraded to facilitate future flows and that additional culverts may also be provided if considered necessary during the detailed design process. • There is a flood prone area identified over the property on GeoMaps, and this is associated with the potential blockage risk associated with the existing culvert beneath the carriageway.

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<p>(12.9) B Tong</p> <ul style="list-style-type: none"> • The submitter raises concerns over swales being used to provide stormwater management for the upgraded road. • The swales will provide stormwater conveyance and treatment (as required from a High Contaminant Generating Area (HCGA)). • Healthy Water will be concerned with the outcome to be achieved (i.e., treatment) but not so much with the method of providing mitigation as these assets will not be vested to Healthy Waters. <p>(20.8) R&C Chong</p> <ul style="list-style-type: none"> • Whilst it is appreciated that the road upgrade will result in increased impervious area, this will be a fraction of the entire catchment and managed through the swales proposed to either side of the carriageway. <p>(26.1) C. McGuire</p> <p>Relates to concerns of flood hazard in Kumeu. The detailed design of specific infrastructure will be required to be assessed through detailed modelling as part of the Outline Plan.</p> <p>(30.6) Hallertau Brewery</p> <ul style="list-style-type: none"> • This submission relates to the conditions stating that the proposed works will result in: <ul style="list-style-type: none"> ○ No more than 50mm increase in flood levels in existing a future urban zoned land. ○ Not increasing the flood risk to existing properties by more than 10% (relating to freeboard reduction of existing properties) • It is understood that the modelling undertaken for the SGA North-West projects has used the Healthy Waters

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<p>catchment models as a base and updated land use as set out in the AUP:OP and updated the topography of the catchment using the more recent 2017 Auckland Council LiDAR dataset.</p> <ul style="list-style-type: none"> • To my knowledge Healthy Waters has not been supplied the SGA modelling for review; however, this would be anticipated to occur through the design process. • The provided performance assessment criteria acknowledges that there will be an impact on flows and hydrology through the road upgrade and provision of formal, designed stormwater infrastructure and seeks to minimise these impacts. • As a result of the proposed road upgrade the applicant seeks to maintain developable land within the existing urban and Future Urban Zones, whilst not significantly reducing the current freeboard protection to properties that already located within the 100-year floodplain (these are based on the Healthy Waters model and the SGA updated model). <p>(30.7) Hallertau</p> <ul style="list-style-type: none"> • This submission relates to the treatment efficacy and long-term performance of the proposed stormwater management. • The proposed swales will be designed in accordance with the current Auckland Council Stormwater Management Devices in the Auckland Region (Guideline Document 2017/001 Version 1) (Often referred to as GD01) that is considered to provide appropriate treatment of stormwater runoff.

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<ul style="list-style-type: none"> On-going monitoring will likely be a Regional Consenting issue.
	W1: Trig Road (North)	<p>(2.2) Y&G Vodanovich</p> <ul style="list-style-type: none"> This submission requires the proposed road upgrade to not cause adverse effects on 26 Trig Road, including but not limited to stormwater. This will be managed through the performance criteria set out in the application, together with more detailed assessments as the road upgrade design progresses to the detailed design stage. <p>(11.2) Neil Construction</p> <ul style="list-style-type: none"> This submission requests that SGA work with the submitter to ensure that stormwater issues are collaboratively resolved to not have adverse effects. The proposed Trig Road Upgrade will include for a pipe network to serve the carriageway, together with a diversion drain to be constructed along the eastern batter slope to divert runoff to the north and then beneath Trig Road away from #77. The impact of this will likely be a relocation of the major flow path currently identified on #77 and routing through the proposed dry pond. More details will become available as the design proceeds to the detailed stage and HW do not see any issues with the applicant working with the submitter to ensure successful outcomes. <p>12.1) C & M Laurie</p>

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<ul style="list-style-type: none"> • This submission relates to stormwater and flooding effects because of increase in impervious area and whether changes in flows will be address adequately through proposed drainage and stormwater infrastructure upgrades. • The detailed design of specific infrastructure will be required to be assessed through detailed modelling as part of the Outline Plan. <p>(14.6) D Wilson & A Tabuteau</p> <ul style="list-style-type: none"> • This submission relates to a 9m swale located within 1-1.8m into property boundary. They have not had any flooding issues. • This is something that the applicant will need to resolve through consultation with the submitter.
	W2: Māmari Road	<p>(1.1) L Lyn</p> <ul style="list-style-type: none"> • Relates to the road alignment and an existing wetland. • No information on the official NES / NPS:FM status of the wetland. • Regional Consenting to comment <p>(7.2) M&S Dawe Family Trust</p> <ul style="list-style-type: none"> • The NoR submission General Arrangement Drawings available from the Auckland Council website are incomplete and missing one drawing sheet covering this property. • The submission relates to the sizing of culverts and reinstatement of downstream overland flowpaths to reduce the risk of flooding to the submitter’s property. • The applicant will increase the culvert capacity to provide conveyance of the 1%AEP including climate change to improve the drainage capacity.

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<ul style="list-style-type: none"> • It is noted that the submitter has requested that the flowpath reinstatement will occur to land outside of the designation. This will be difficult to completed by the applicant as this will be on land outside of their control. The modelling used to support the Trig Road upgrade will be used to confirm post development flowpaths and inform whether negotiations are required to extend the designation accordingly. <p>(8.4) AM Boyle, AM Boyle and BM Trustees</p> <ul style="list-style-type: none"> • The submitter requests that the proposed dry basins are relocated and/or allow for existing and future land activities that site may be used for. • The location of the dry basins will need to be at, the low point of the proposed Mamari Road alignment; however, the final location will be confirmed during the detailed design phase of the alignment. • The submitter requests that there is adequate capacity in the dry basins to accept runoff from the existing site and any future development that may occur. • This is something that the applicant will need to resolve through consultation with the submitter as there is a significant difference between accepting flows and providing the necessary stormwater management that a future development may require.
	W3: Brigham Creek Road	(12.1) Neil Construction

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<p>The submitter is concerned about potential hazards associated with the applicants proposal to divert the existing flowpath on the southern side of Brigham Creek Road along the access way to #151.</p> <ul style="list-style-type: none"> • In the submission information the applicant has not demonstrated why this idea is considered appropriate, but instead states that the future solution will be confirmed at a future design stage. • HW consider that this should be considered by the applicant now, as there may be impacts to the land required to provide swales to maintain the flowpath. <p>(14.2) C&M Laurie</p> <ul style="list-style-type: none"> • For the purpose of the NoR the applicant is proposing dry basins to provide hydrology mitigation (to reduce erosion risk in watercourses and flowpaths) together with attenuation of up to the 100-year event (to pre-development peak flow rates) so that impacts on the receiving environment are minimised. <p>(15.2) M&R Patten</p> <ul style="list-style-type: none"> • For the purpose of the NoR the applicant is proposing dry basins to provide hydrology mitigation (to reduce erosion risk in watercourses and flowpaths) together with attenuation of up to the 100-year event (to pre-development peak flow rates) so that impacts on the receiving environment are minimised.
	W4: Spedding Road	<p>3.3 (Oyster)</p> <ul style="list-style-type: none"> • The applicant seeks to require an alternative stormwater management solution to provide treatment and hydrology mitigation of runoff from the Spedding Road alignment.

Area of submission interest	SGA Alignment NoR	Submission Clause and Healthy Waters commentary
		<ul style="list-style-type: none"> • There is no information provided by the applicant as to why wetlands were proposed as the Best Practicable Option. • The Healthy Waters is concerned with the outcome of providing treatment and hydrology mitigation of the carriageway. It is recommended that the applicant demonstrate why the proposed wetland method of management is considered to be the Best Practicable Option.
	W5: Hobsonville Road	18.2 (Stormwater, wetlands) This refers to I Chou's submission for Coatesville-Riverhead Highway package.
		<p>(51.2) CDC Data Centre</p> <ul style="list-style-type: none"> • The submitter requests the designation is either removed or that sections of work be prioritised to allow sustainable development of the CDC sites. • Healthy Waters see no issue with the applicant working with the submitter to ensure that future proofed design of the proposed pipe along the northern boundary of the site is completed. • As part of the design process the applicant will be required to demonstrate the impacts on floodplain and overland flows later in the consenting phase of the design of the road is finalised.

4.4.5.4 Planning assessment

I rely on the expert opinions of Mr Curtis and Ms Te in so far as the approach taken by the requiring authority is appropriate for this stage of the design.

I consider it appropriate that the amendment to the Flood Hazard condition is included across the eight Local Arterial NoRs. This will ensure that there is consistency across the nineteen NW NoRs (Local Arterial, Strategic, and HIF).

However, I consider that it is appropriate that the requiring authority provide a response at the hearing on the following matters:

- the relief sought in the submissions
- the matters raised in Mr Curtis's review including:
 - the need to update the design to reflect actual ground profiles and infrastructure with the data requiring to be collected by the requiring authority
 - the need for a more detailed assessment of any flow diversions created by bridges, culverts, and stormwater infrastructure will be required through the design process
 - provision of Sheet 4 of the Coatesville Riverhead General Arrangement Plans
 - the need for the proposed works in the Whenuapai Catchment, and associated stormwater devices, to be designed to meet the operational performance required by the NZDF
 - the need to comply with the existing Network Discharge Consents for the Waiaroha Stream, for the part of the catchment between Hobsonville Road and Upper Harbour Highway
 - the proposed amendment to the Flood Hazard and CEMP conditions.

I consider that the potential adverse effects on flooding can be avoided, remedied, or mitigated, subject to the above, and the proposed conditions as recommended to be amended.

4.4.6 Historic heritage and archaeological effects

4.4.6.1 Application

Section 22 of the AEE, and the associated technical report,²² addresses the potential effects on historic heritage and archaeology as a result of the construction and operation of the proposed transport corridors.

Positive Effects

The AEE states that the positive historic heritage effects are:

- construction around wetlands and / or streams on each of the transport corridors will allow environmental archaeological research to be undertaken that could clarify the dates, sequence and details of the anthropogenic vegetation change from forest to open fern lands
- pre-contact horticulture has not been observed in the North West and linear developments like the proposed transport corridors are a rare opportunity to close this knowledge gap.

Potential adverse effects

²² Te Tupu Ngātahi Supporting Growth. North West Whenuapai Assessment of Heritage/Archaeology Effects. Version 1.0. December 2022

Section 22.3 states:

'Topsoil removal associated with each of the extended and or upgraded transport corridors, including for construction areas has the potential to uncover archaeological features, both pre-Contact and post-Contact.'

There is the potential for adverse effects from the discovery of and subsequent disturbance of unrecorded archaeological features near waterbody crossings and from pre-Contact seasonal camps, which were established to exploit local resources. If discovered, it should be noted seasonal camps have the potential to be a high information source due to there being few recorded or documented sites.

In terms of effects, as any uncovered archaeological sites would be subsurface, they have no existing amenity value; their cultural association would be related to the iwi and hapū of the area. Effects are therefore considered to be low and can be appropriately managed with implementation of the mitigation measures...'

The AEE identifies the following corridors with identified features or potential features as set out below:

'On Hobsonville Road there is a recorded midden and possible gum digger camp (CHI No. 12363) near the proposed designation footprint for the Hobsonville Road upgrade. Recent earthworks associated with development within the Hobsonville Corridor Precinct (carried out under an archaeological authority) have not led to the discovery of archaeological features. There is the possibility that the Hobsonville Road upgrade could impact these archaeological features. If remains are encountered, they are not rare, but are rarely recorded due to their ephemeral nature. There is only limited information potential from the discovery and as they would be sub-surface, they do not hold amenity value. However specific links to manawhenua are likely to be established from the discovery of any remains. The effects on CHI No. 12363 are considered to be low and can be appropriately managed with implementation of the mitigation measures identified in Section 22.5 below.'

On Spedding Road, there is low risk of encountering sub-surface ancillary structures belonging to the World War II era heavy anti-aircraft gun emplacements (CHI No. 20469). As works associated with the transport corridor are limited to the frontage of the property it is assessed that the features and therefore potential effects are able to be avoided.

On Fred Taylor Drive, there is a recorded site connected with a crash site of a B17 bomber during World War II (CHI No. 20445). The crash debris field crossed the current location of Fred Taylor Drive and therefore elements of the debris field could still be within the road or near to the road'.

Operational effects

The requiring authority considers that on completion of the earthworks, there will be no effects on archaeological or heritage sites during operation of the proposed network. Therefore, no ongoing mitigation is required.

Proposed mitigation measures

The following mitigation applies to all transport corridors:

Any potential previously unrecorded archaeological deposits that are exposed during the works can be mitigated by obtaining a precautionary authority under HNZPTA and the means of mitigation detailed in a Historic Heritage Management Plan (HHMP) which will be prepared for the HNZPTA authority application.

The earthworks or topsoil stripping undertaken during construction of each extended and / or upgraded corridor should be included in the precautionary archaeological authority.

Specific mitigation is recommended on Fred Taylor Drive in relation to the potential risk associated with the debris field of the B17E bomber crash site. This includes the training/induction of all earthwork contractors to the signs of archaeological features, especially relating to the B17E crash site, prior to the start of construction under the guidance of a suitably qualified person.

Summary of effects

Section 22.6 of the AEE provides a summary of the effects on historic heritage.

'The nature of historic heritage, especially archaeological features recorded and unrecorded, is that all disturbances including construction have a negative effect that is unable to be remediated, only mitigated. Nonetheless construction around wetlands and streams will allow environmental archaeological research to be undertaken. The positive effect of investigation is that it could clarify the dates, sequence and details of the anthropogenic vegetation change from forest to open fern lands.

All transport corridors have potential for adverse effects occurring during construction activities. Heritage and archaeology features have been identified and assessed for each corridor with the key features outlined above. Potential effects are able to be appropriately managed through the implementation of mitigation detailed in a HHMP prepared for a HNZPTA authority for each of the corridors.

On completion of earthworks there will be no effects on archaeological or heritage sites during operation of the proposed network. Therefore, no ongoing mitigation is proposed post construction'.

4.4.6.2 Submissions

All Local Arterial NoRs

A submission on historic heritage and archaeology has been received from Heritage New Zealand Pouhere Taonga (Heritage NZ) on all 19 of the North West NoRs (Local Arterials, HIF, and Strategic).

Heritage NZ opposes the notices of requirement for the following reasons:

- the assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise

- the 2022 Assessment of Effects on Heritage/Archaeology as part of the suite of supporting documents for NoR R1 does not provide the relevant assessment of historic heritage values and effects on built heritage
- the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process
- the HHMP duplicates HNZPTA processes, such as an Archaeological Authority that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.

Heritage NZ seeks the following decision from Auckland Council:

- a more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
- the objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA
- the purpose of the HHMP should be focussed on the provision details such as:
 - roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters.
 - provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works).
 - advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.

4.4.6.3 Specialist assessment – built heritage

Mr Dan Windwood, Senior Built Heritage Specialist, (Auckland Council) has undertaken a review of the AEE, associated specialist report, and the Heritage NZ submission, in relation to built heritage. Mr Windwood states:

'The applicant has used the same consultant specialist for their built heritage and archaeological assessments for the Local Arterial NoRs. Here the consultant (Dr Hans Dieter) is an archaeologist who is not known to be a built heritage specialist. No adequate assessment of the built heritage impacts of the proposal has been provided in these cases originally, but the s92 response on Built Heritage by John Brown is adequate at this stage of the process in my professional opinion.

I consider that the HHMP proposed is an appropriate way to manage the risks to built heritage and can be supported'.

4.4.6.4 Specialist assessment – archaeology

Ms Mica Plowman, Principal Heritage Advisor West (Auckland Council), has undertaken a review of the AEE, associated specialist report, and the Heritage NZ submission, in relation to archaeology (refer to Attachment 3F). Ms Plowman's review includes an assessment against the provisions of the AUP, and whether the NoR's can be appropriately mitigated to give effect to section 6(f) of the RMA.

In her assessment, Ms Plowman has also taken the following into account:

- a. Auckland Council Cultural Heritage Inventory (CHI) <https://chi.net.nz/>
- b. New Zealand Archaeological Association (NZAA) *ArchSite* Database <http://www.archsite.org.nz/>
- c. Heritage New Zealand Pouhere Taonga Rārangī Kōrero/The List <https://www.heritage.org.nz/the-list>
- d. ICOMOS New Zealand Charter <https://icomos.org.nz/charters/>
- e. Other relevant sources containing historical and archaeological information

The conclusions from Ms Plowman's assessment are shown below:

'...the assessment of historic heritage within and surrounding the proposed designation boundaries is based predominantly on historical and archaeological research with limited field surveys. As a result, most of the project area was not able to be systematically surveyed due to the lack of landowner approvals, project scale, and environment.

In most instances the HHA assesses the potential for effects as unknown and/or unlikely as the subsurface potential of the various heritage sites are either locationally difficult to define (NoR RE2, NoR W4), potentially destroyed (NoR W5), or were not surveyed as part of the HHA (NoR R1).

In addition, the HHA identifies three NoRs (NoR W2, NoR W3, NoR W4) that intersect with navigable waterways where the potential for unidentified prehistoric settlement sites in two instances is assessed as high (NoR W2, NoR W3).

Four potential historic heritage sites: midden/historic rubbish dump (CHI 13579/R11/2084); the Te Tāonga-Waka Portage route(s) (CHI13092/CHI 141), Deacons Inn track and the Riverhead Historic Road alignment have been omitted from the Historic Heritage assessment of effects. A fifth, the Portage Railway (CHI 20445/R11/3097) was initially omitted from the HHA but has been included in the section 92 addendum report following comment from the Heritage Unit.

As a result, of these omissions, the potential for visible or subsurface features associated with

these heritage sites, their potential extents, their heritage values, and the extent of potential modification have not been assessed by the project.

Similarly, the HHA identifies the potential for effects of NoR W4 on subsurface features associated with a significant WWII anti-artillery gun emplacement. This is a significant heritage site that has been assessed and nominated for scheduling²³. The Council GIS Layer indicates that the designation footprint overruns the extent defined for protection. Any effects, potential or otherwise require clarification, and options for avoidance need to be outlined. Other areas around navigable waterways within the Whenuapai designation areas (NoR W2, W3, W4) identified as high risk for settlement sites should also be fully examined.

In addition, the assessments provided for several areas including Redhills, Riverhead, and Spedding Road would benefit from the incorporation of available recent archaeological research, field survey, and excavation to expand and/or support the risk assessment and mitigation proposed (NoR RE1-2, NoR R1, and NoR W4).

I understand that the draft proposed designation conditions reference further identification survey and assessment of historic heritage sites in the preparation of the HAMP and once further land is acquired by Auckland Transport/Waka Kotahi (and closer to detailed design). However, in the Heritage Units' opinion, the HHA and section 92 addendum report as submitted is not commensurate to the effects of the proposals nor does it conform to the standard for archaeological research and assessment as outlined in widely accepted historic heritage/archaeological research and assessment guidelines, such as the HNZPT Archaeological Guidelines series No. 2 Writing Archaeological Assessments or the Waka Kotahi Heritage guidelines²⁴.

To ensure the HHA (and section 92 addendum report) documents are comprehensive in the identification and assessment of effects of the proposal on historic heritage sites and values, they require consolidation and amendment to include;

- relevant archaeological research*
- the inclusion of omitted recorded and reported sites*
- clarity on the archaeological potential of affected sites*
- An assessment of heritage values and significance using the AUP assessment criteria (RPS Section B5.2.2)*
- the correct/proposed mitigation including the condition to prepare a HHMP nominated by the project.*

Without the provision of this required information in the HHA, then the applications are, as the HNZPT submission suggests, deferring the assessment of effects on known and potential heritage

²³ Plan Change 5 has been withdrawn due to funding issues.

²⁴ Waka Kotahi. March 2015, Version 1, FINAL. Historic Heritage Impact Assessment Guide for State Highway Projects Guideline 1: Transport Agency archaeological assessment report template sections 7,8,9,10,11.

sites to the Outline Plan stage.

Specialist's assessment of the Heritage NZ submission

In regard to Heritage NZ's submission, Ms Plowman's memo states:

'I agree with the HNZ submission, in so far as archaeological matters are concerned, that a more fulsome report that fully outlines and assesses archaeological matters at the NoR stage is required. A number of issues concerning the archaeological report were raised at the section 92 review stage and these have not been fully addressed by the addendum archaeological report provided by the applicant and as outlined in this memo. This is discussed further in section 6 below.

I disagree that the proposed condition to prepare an HHMP duplicates HNZPTA processes and I do not support revision of the draft designation conditions to prepare a HHMP.

As outlined in the mitigation strategies proposed for each NoR in section 4 (above), the AEE (Part B statutory assessment section 17.1.2 (pg.13) makes the distinction between the function of the HHMP and an Archaeological Management Plan prepared for HNZPTA authority applications clear.

The rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects on all historic heritage to ensure the successful implementation and compliance with required procedures and mitigation of effects on historic heritage. In the Heritage Units' opinion, the proposed HHMP achieves this and is complementary to any required for HNZPT Act (2014) purposes. One should not prevail over the other.

Waka Kotahi has recently prepared a Heritage Specification for Infrastructure, Delivery and Maintenance, designed to recognise and provide for the intent to protect and conserve heritage places and ensure compliance with legislation including the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT) and the Resource Management Act 1991(RMA).²⁵ Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage²⁶.

The Heritage Unit strongly supports the use of these NZTA specifications (including those for an HHMP). They are industry standard-setting documents that institute a high level of management and provide a consistent National framework.

Of note, is the fact that the objective and requirements of the HHMP as outlined in condition ### for the Supporting Growth Redhills (NoR RE1- RE2, Riverhead (NoR R1) and Whenuapai (Nor W1-W5) designations have been ratified through the reporting/hearing process for the recent Drury NoRs.

In relation to HNZPT submission point 17 and part submission point 20. It is important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an

²⁵ Waka Kotahi P45 Heritage: Heritage Specification for Infrastructure, Delivery and Maintenance Draft for Consultation 11th April 2023. This specification sets out the minimum requirements and related procedures for the management of heritage in infrastructure delivery outlining standard procedures to be followed by Waka Kotahi and their agents.

²⁶. Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.

operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressly provided for by the Authority would default to the ADR process.

In the Heritage Units opinion, there are only two NoRs where operating under the AUP Accidental Discovery Rule E11.6.1 and E12.6.1 is appropriate mitigation for archaeological issues; NoR RE1 and RE2. In such instances where the risk of encountering archaeological evidence has been assessed as low by the project archaeologist, reliance on the Accidental Discovery Protocol Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) is an acceptable mitigation strategy for pre-1900 archaeological sites.²⁷

It is an operational decision by the applicant to determine whether they obtain an Authority under the Heritage New Zealand Pouhere Taonga Act 2014. This decision is not an RMA matter’.

Specialist’s recommendation

Ms Plowman has ongoing concerns that the requiring authority’s submitted heritage documents are not sufficiently comprehensive to assess the effects of the Project. Therefore, Ms Plowman’s conclusion is that:

‘Subject to the provision of a consolidated and updated HHA as outlined above (at the NoR stage) I am supportive of the approach to managing historic heritage effects through the development of a Historic Heritage Management Plan as outlined in the proposed draft conditions’.

Ms Plowman recommends that the following condition be attached to the Redhills, Riverhead, and Whenuapai Local Arterial Designations (NoRs RE1, RE2, R1, W1-W5):

‘That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series No 2 Writing Archaeological Assessments and/or the Waka Kotahi Historic Heritage Impact Assessment Guide for State Highway Projects Guideline 1- Transport Agency archaeological assessment report templates’.

4.4.6.5 Planning assessment

I rely on the expertise of Ms Plowman in regard to her conclusions and recommendations within her assessment of the Local Arterial NoRs and the Heritage NZ submission. I also agree with Ms Plowman’s recommended amendment to the Historic Heritage Management Plan condition, as included in the condition sets for eight Local Arterial NoRs (refer to Attachment 5 Recommended amendments to the proposed conditions).

I also recommend a further amendment to the HHMP as it appears that an error has been made when referring to ‘electric’ copies instead of ‘electronic copies’ in Condition (c).

Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design
 - (iii) 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
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded
 - (v) 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
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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

- (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so
- (ix) Methods for avoiding, remedying or mitigation 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
- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14.
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series No 2 Writing Archaeological Assessments and/or the Waka Kotahi Historic Heritage Impact Assessment Guide for State Highway Projects Guideline 1- Transport Agency archaeological assessment report templates.

Accidental Discoveries

Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

I consider that the adverse effects on historic heritage and archaeology can be adequately avoided, remedied or mitigated through the SGA proposed conditions, subject to the recommended amendment, being applied to NoRs RE1, RE2, R1, W1-W5.

However, I consider it appropriate that the requiring authority provide a response at the hearing to the following:

- the relief sought in Heritage NZ's submission
- Ms Plowman's conclusions in the assessment, including the supporting information/statements contained in the body of Ms Plowman's assessment
- the wording of the recommended condition.

4.4.7 Māori culture, values and aspirations

4.4.7.1 Application

Section 23 of the AEE discusses the engagement undertaken by the requiring authority with mana whenua and the input provided by mana whenua during the development of each corridor. In developing the transport corridors, recognition has been given to both the relationship of Tāngata Whenua to their lands, culture and traditions in this area and the commitment to partnership between mana whenua and Auckland Transport (as a representative of the Crown) founded through Te Tiriti o Waitangi.

As stated in 23.1 Methodology of the AEE only mana whenua can speak to the impact that a project may have on their cultural values, heritage, and aspirations. The methodology for assessing effects has been to engage with mana whenua representatives and seek input on the actual and potential impacts of each corridor.

A CIA has been provided by Te Kawerau ā Maki, included in Volume 4²⁸, which assesses the potential effects on cultural values and the landscape on Te Kawerau ā Maki, resulting from the future construction and operation of the extended and / or upgraded transport corridors.

Section 23.3.2 of the AEE sets out the key matters, as shown below, raised by mana whenua, at regular hui and within the CIA.

'Support for the future transport network

- *Mana whenua has set out support for all corridors within the NW Local Arterial Package in the North West*
- *The CIA notes the potential positive operational benefits of the NW Local Arterial Package through walking and cycling provision and opportunity for cultural design and place making. This has also been recognised by mana whenua as part of the hui discussions.*

²⁸ <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/hiftr-te-Kawerau-a-maki-nw-transport-cia.pdf>

Impacts on streams and ecology

- *A number of streams were also identified as having significance to Te Kawerau ā Maki in the CIA, such as Lucas Creek. The CIA notes that where works are occurring near streams (Brigham Creek Road, Spedding Road, Coatesville-Riverhead Highway, Māmari Road) there is the potential for adverse impacts on freshwater systems and receiving environments, and notes that there is a need for protection during construction*
- *Mana whenua outlined the importance of the mauri of the streams and wetlands, including lower quality ecological areas and vegetation. This informed the SGA optioneering process that included identification of methods to minimise or avoid impacts on streams and wetlands, where feasible and practicable*
- *Mana whenua raised concerns relating to effects on native bats, lizards, birds and fish from the SGA projects as well as potential loss of native vegetation along corridors and near stream crossings*
- *Mana whenua were interested in stormwater treatment and were presented to by the Te Tupu Ngātahi Supporting Growth Flooding specialists*
- *Te Kawerau ā Maki identified in the CIA that the stormwater management approach proposed has minor beneficial effect. The CIA also notes that there is a need for stormwater treatment before discharges enter stream systems from the road corridors.*

Spedding Road, Whenuapai

- *Mana whenua has partnered with Auckland Council on the restoration of the Rāwiri Stream (Spedding Road) and are keen for the restoration works to be maintained and opportunities to enhance the ecology to be identified. In response a bridge across the stream is proposed by SGA with opportunities for enhancement to occur within the proposed designation footprint.*

Māmari Road, Whenuapai

- *Mana whenua supported the steps SGA has taken to avoid / minimise ecological impacts, especially on awa (streams), particularly on the section being extended south of Spedding Road.*

Don Buck Road, Redhills

- *The CIA identified direct temporary and permanent construction and operational impacts from the proposed upgrade to the stormwater wetland at Don Buck Road (within awa at Rush Creek Reserve)*
- *Don Buck Road and Fred Taylor Drive follow an important ridgeline that was a historic walking trail, and the intersection is the site of a historic strategic pā (Pukewhakatara). Both of these have high cultural value. The pā site is heavily modified and will be further impacted by the works at the intersection of Don Buck Road and Fred Taylor Drive.*

Brigham Creek Road, Whenuapai

- *CIA identified that upgrade works located at the eastern end of Brigham Creek Road will have direct, cumulative permanent construction and operation adverse impacts on the awa.*

Coatesville-Riverhead Highway, Riverhead

- *Earthworks and increased impervious surface will have adverse effects on Te Ahipekapeka²⁹, a wahi tapu site between Te Awa Pitoitoi and Te Awa Kumeū.*

Productive soils

- *It was acknowledged that the option would either impact existing residential land or productive soils. Manawhenua conveyed to us that productive soils are scarce and valuable. These comments were provided in relation to the proposed Alternative State Highway (assessed as part of the NW Strategic Package AEE) and an extension to Northside Drive (not a Te Tupu Ngātahi project)*
- *The CIA states that alluvial soils have a unique composition and organic content which makes them highly productive and hence have a strong sense of mauri, all soils are also associated with Papatūānuku (the earth mother).*

Wider feedback and coordination between projects

- *Manawhenua requested information on traffic volume calculations and population growth projection and demographics, with the transport specialists providing an explanation of the 2048 modelling and the growth projections set out in the FULSS*
- *There was interest in the public transport facilities connecting and operating on the RTC*
- *The need for wider engagement with other Council Controlled Organisations was expressed, with the approach to engagement sent out to mana whenua’.*

Recommended measures

Section 23.4 of the AEE sets out the recommended measures to avoid, remedy, or mitigate the potential adverse effects:

- *to invite mana whenua to prepare a Cultural Advisory Report in advance of the detailed design that informs the Outline Plan of Works to assist in understanding and identifying treasures affected by the project and inform their management and protection*
- *Mana whenua will be invited 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 ULDMP is provided for via a condition on each and every NOR.*

²⁹ Te Kawerau ā Maki Cultural Impact Assessment states that Ahipekapeka is an area west of Brigham Creek (page 28)

- a Cultural Monitoring Plan will be prepared 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. Archaeological mitigation will be in line with the recommendations of the Assessment of Heritage / Archaeology Effects (Volume 4) and Section 23.4 of the AEE
- concerns relating to construction works and potential impacts of sediment on streams and wetlands will be considered through the CEMP, and future regional consents, (refer to AEE Part A, Section 9.2 for construction environment controls). Detailed design will provide the opportunity to reduce earthwork extents, where practicable
- construction and operational impacts on fish, lizards, birds and bats have been considered through the Assessment of Ecological technical report and section 23.4 of the AEE (Refer to Section 20 of the AEE for recommendations and mitigation recommended).

4.4.7.2 Specialist

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

4.4.7.3 Submissions

There are no submissions received on the eight Local Arterial NoRs which have raised matters relating to Māori culture, values and aspirations.

4.4.7.4 Planning assessment

There is no planning assessment for this section of the report. As identified by the requiring authority, only mana whenua can speak to the effect that a project may have on their cultural values, heritage, and aspirations.

The requiring authority has engaged with mana whenua representatives and sought input into the potential effects of each corridor. Section 23.1 of the AEE states that SGA maintains a Mana Whenua Forum (for operational and kaitiaki level discussions). The engagement with Mana Whenua has informed the corridor alignments and the mitigation measures proposed.

The requiring authority's various proposed management plans and the conditions that relate to these include reference to mana whenua within the conditions on each NoR. This includes the following conditions:

- Management Plans
- Cultural Advisory Report
- Urban and Landscape Design Management Plan
- Stakeholder and Communication and Engagement Management Plan
- Cultural Monitoring Plan
- Historic Heritage Management Plan

I support the use of the management plans to ensure that the potential adverse environmental effects of the Project are avoided, remedied, or mitigated. The proposed conditions ensure that there is ongoing engagement, and collaboration, with Mana Whenua.

4.4.8 Arboricultural effects

4.4.8.1 Application

The SGA response to a request for further information prior to the lodgement of the NoRs states:

'An arboriculture assessment has not been prepared to support the projects. Effects on trees have been considered and assessed as follows:

- *Effects on District Plan protected trees (Trees in Roads, in Open Space Zones and Notable Trees) have been assessed in terms of the landscape, visual amenity and ecological effects. An urban design evaluation, which considers trees has also been undertaken. The assessments and evaluation are set out in AEE, Urban Design Evaluation, in the Landscape and Visual Amenity Assessment and the Ecology Assessment.*
- *Notable Trees have been identified in the existing environment section of each NOR within the AEE, and district plan trees have been mapped within the Ecological Assessment, Appendix 5 - Whenuapai Ecological Habitat Maps.*

This approach is considered to be appropriate for the NORs, as:

- *An interim design has been prepared to inform the proposed designation boundary. The base design assumes the removal of trees in the road corridor and open space within the designation with sufficient footprint for replacement trees. The extent of removal, however, will be confirmed in the detailed design stage, as per the proposed Tree Management Plan Condition. Refer to Table below for works affecting notable trees.*
- *A long lapse date is proposed for each NoR (between 15 to 20 years, depending on the NoR), and significant urbanisation is anticipated within the Future Urban Zone. It is therefore considered that the tree environment is changing, and effects on the tree environment solely as it exists today (i.e. the current baseline) will not provide an accurate reflection of the environment in which tree effects will be experienced. A Tree Management Plan (TMP) is therefore proposed as a condition, which will require a survey of protected trees will be undertaken to inform the management of protected trees.*

Additional Assessment

The following additional assessment is provided.

Positive Effects

Each project will result in new or upgraded corridors with room for street trees, but also berm and stormwater plantings and planted stormwater wetlands.

Construction Effects

To support the growth and urbanisation in the North West, transport corridors are required to be upgraded. There is therefore a functional and operational requirement to remove or carry out works to protected trees.

The Projects will result in the removal of trees protected by District Plan provisions on open space land, notable trees and trees in the road reserve. Works may also occur in the root zone of protected trees.

The following notable trees will be impacted by the Projects:

NoR Corridor	Notable Trees	Likely nature of the Works (to be confirmed as part of the TMP)
Hobsonville Road	#1980 Pohutukawa (2) and Kauri	Only the tree closest to the road may need to be removed, with likely works in the PRZ.
	#1812 Pohutukawa	The PRZ of this tree will likely be impacted, however the tree will likely not be removed.
Coatesville-Riverhead Highway	#2598 Redwood (notable group of trees).	Works will be undertaken in vicinity of these trees and may occur within the rootzone, however if they do will be peripheral.

Operational effects

Once the extended and / or upgraded corridors have been constructed, no further effects on trees are anticipated. Ongoing maintenance of street trees and trees retained adjacent to the road corridor is a standard operational requirement that does not generate adverse environmental effects.

Measures to avoid, remedy or mitigate potential adverse arboriculture effects

To address the potential effects identified, a TMP will be prepared. The TMP will:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan;
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. Planting to replace trees that require removal (with reference to ULDMP);
 - B. Tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches;
 - C. Methods for work within the rootzone of trees that are to be retained in line with accepted arboriculture standards.

The TMP is limited to trees identified that are protected under the District Plan. Trees protected under Regional Plan provisions will be addressed as part of a future consenting process. Tree Asset Owner Approval will also be sought, prior to implementation, as required.

Through the TMP, including replacement planting and tree protection measures, and the ULDMP effects on trees can be mitigated.

Landscape and visual amenity and ecological effects from the tree removal are assessed under the respective sections of the AEE, and corresponding technical assessments.'

Proposed conditions

The requiring authority's proposed TMP condition is as follows:

Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) 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.

4.4.8.2 Submissions

There were five submissions received that raised matters relating to arboricultural effects. The matters raised are:

- loss of privacy on residential properties due to the removal of trees
- mitigation required for loss of mature gardens at the front of the property and establishment of an equivalent garden.

Submissions have also been received on matters relating to landscape and visual effects. These have been addressed in Section 4.4.4 of this report.

4.4.8.3 Specialist Assessment

Arboricultural effects

Mr Gavin Donaldson, Senior Arborist, Auckland Council, undertook an initial assessment of the AEE prior to the lodgement of the NoRs. Mr Donaldson has been involved with several previous and current NoR application from the SGA. Mr Donaldson, in an email dated 23 February 2023, states:

'The AEE states that trees that are not scheduled but are notable specimens in the landscape are noted in the Landscape Report, and a Tree Management Plan has been proposed as part of the NOR conditions to be provided prior to construction (at the OPW stage) to confirm effects on protected trees, and how these effects can be avoided, remedied or mitigated. It is also proposed in the AEE that an Urban Landscape Design Management Plan (ULDMP) be provided at the OPW stage which will include replacement planting and tree protection measures so that effects on trees can be 'mitigated.'

While the Applicant has offered to provide 'mitigation' for the proposed tree removals, by definition, mitigation acknowledges that there is a lasting negative effect, and it is preferred that an approach which remedies the impact of tree removals is adopted, where the remedial planting accounts for lost future environmental benefits that trees provide, including the eco-system services of soil / erosion protection, storm-water reduction, wildlife habitat, and sequestered carbon'.

Mr Donaldson has concerns with the 'mitigate' approach as that the vast bulk of trees proposed for removal under these designations are sited within Council Reserves (chapter E16) and Road Reserves (chapter E17). There are multiple references within the objectives, policies, and assessment criteria listed in these chapters to the essential eco-system services provided by trees.

Mr Donaldson considers that there is a requirement to avoid or remedy, rather than mitigate, this loss as set out in the RMA and AUP, including Section 17(1) of the RMA. Furthermore, in consideration of the ecosystem services provided by the trees proposed to be removed for these designations, their loss will also require appropriate remedial planting to achieve the stated objective of central government to be 'carbon neutral' by 2050 and also to align with the sustainability goals of the Auckland Council's 'Low Carbon Strategic Action Plan'.

Mr Donaldson acknowledges that the designation may not be given effect to until some-time (potentially decades) in the future and the trees can remain on site in the interim, however, the increase in stature and ecosystem services provided by these trees will also substantially increase over time and the subsequent loss at time of their removal will be greater. Therefore, Mr Donaldson considers that it is essential that the designation includes a requirement for the provision of sufficient replanting to adequately remedy the loss at the time of tree removal, rather than having a condition that merely requires them to 'mitigate' the removals through the provision of a ULDMP landscape plan at some future date.

Mr Donaldson's email further states:

'I understand that under the RMA, the Council's assessment of climate change effects for a proposal is limited to the greenhouse gas emission-reducing effects of renewable energy, however, this is likely to change under proposed RMA reforms, and it is therefore prudent to ensure the proposed replacement planting requirements in the ULDMP condition (cross-referenced with the TMP condition) are consistent with the planting requirements in place at the time tree removal, and to ensure that the replanting replaces the loss of ecosystem services provided by the trees and vegetation being removed.

The value of ecosystem services provided by trees can be determined using the i-Tree Development Team 2020 forecasting tool which calculates the lost future benefits arising from the proposed tree removals, and the remedial planting that will be needed to replace these lost benefits, maintain carbon neutrality, and ensure that the actual effects of tree removal are addressed in a sustainable fashion.

Mr Donaldson has raised the issue of eco-system services loss in several previous Supporting growth NoR applications with the response from SGA being that it is not considered appropriate to apply a tree carbon sequestration calculation at this stage (route protection).

Mr Donaldson is not contesting the need to remove trees and vegetation for the purposes of the designation or asking for an i-tree assessment in the processing of these NoRs. However, Mr Donaldson recommends that the designation conditions include a requirement that the replanting to be undertaken is sufficient to replace the lost eco-system services that the removed trees provide at the time of tree removal. Mr Donaldson considers that this can be achieved through the ULDMP conditions, and it is his recommendation that an addition be made to the ULDMP replanting condition that specifies what details the ULDMP(s) must include, with the specific requirement for:

Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

As stated above, Mr Donaldson had similar concerns on the previous SGA projects in Drury and requested that the same condition be added. In that case the reporting planners agreed and included a recommended amendment to the conditions. However, the Independent Hearing Commissioners in their recommendation to AT agreed with the requiring authority that 'restoration planting is more appropriately part of revegetation following vegetation removal, and to be addressed in the required regional consents'. AT's decision in Drury did not include this condition.

Notable trees scheduled in the AUP

West Fynn, Auckland Council's Senior Heritage Arborist, undertook an initial assessment of the draft AEE prior to lodgement of the NoRs. Mr Fynn requested further information which sought further clarity and assessment of the notable trees at Hobsonville School, and at the corner of Williams Road, and whether these are to be retained. Mr Fynn also requested information on what will be the extent of the works required to be done to the trees, and also within the protected root zone. Mr Fynn sought information by requesting a specific arborist assessment, along with the need for a more comprehensive Tree Protection Methodology. as the reason for this was explained in an email (dated xx) as follows:

'I cannot assess or comment on the proposal in terms of notable trees when it is not clear if they are to be retained or removed, in the case of the latter how they would be mitigated, or should they require removal then to what extent they would need pruning for road/footpath clearance and what the nature and extent of works within the protected root zone would be required. The proposed tree protection methodology is also inadequate, being general and very high level with many shortcomings'.

As stated above in section 4.4.8.1, in the further information response from SGA, it shows that the following notable trees will be affected by the Projects:

NoR Corridor	Notable Trees	Likely nature of the Works (to be confirmed as part of the TMP)
Hobsonville Road	#1980 Pohutukawa (2) and Kauri	Only the tree closest to the road may need to be removed, with likely works in the PRZ.
	#1812 Pohutukawa	The PRZ of this tree will likely be impacted, however the tree will likely not be removed.
Coatesville-Riverhead Highway	#2598 Redwood (notable group of trees).	Works will be undertaken in vicinity of these trees and may occur within the rootzone, however if they do will be peripheral.

The further information response from SGA also states that the proposed measures to avoid, remedy or mitigate the potential adverse arboricultural effects are as follows:

To address the potential effects identified, a TMP will be prepared. The TMP will:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan;*
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:*
 - A. Planting to replace trees that require removal (with reference to ULDMP);*
 - B. Tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches;*
 - C. Methods for work within the rootzone of trees that are to be retained in line with accepted arboriculture standards.*

The TMP is limited to trees identified that are protected under the District Plan. Trees protected under Regional Plan provisions will be addressed as part of a future consenting process. Tree Asset Owner Approval will also be sought, prior to implementation, as required.

Through the TMP, including replacement planting and tree protection measures, and the ULDMP effects on trees can be mitigated.

Mr Fynn, in an email dated 30 June 2023, reiterated that while he recognised the detailed work is yet to come, there still should be greater explanation as to why trees couldn't be retained and what alternatives were available or considered. Mr Fynn's email further states:

'I generally concur with the observations and recommendations of Gavin Donaldson.

Notable trees are captured and protected for a large array of features and merits and for each of the listings covered they are some of the larger or largest and most prominent trees within the area for all of these sites, other than the first one where the surrounding trees are of similar dimensions, but this is the only visible Kauri.

These trees add character and scale to their respective areas and also represent time and history of the previous uses of the sites for example. Because of the age, scale and prominence of these mature trees and their eco-system services, they cannot be readily mitigated through the planting of small replacement trees either in terms of the carbon offsetting or other eco-services nor to replace the obvious amenity of these larger prominent trees.

To justify the removal of a notable tree it needs to be demonstrated that either the tree is dead or unsafe in its entirety or that there is no way to completely avoid the removal or significant works in the protected root zone and why those alternatives are not viable.

With notable trees, unlike other vegetation, they cannot be readily replaced with a simple sum of smaller trees and it really is the intention that that individual specimen is where the value lies and they should be retained in keeping with the objectives of D17 and the Urban Ngahere Strategy.

Therefore, in most of these instances, the first question would be why the road corridor widening cannot be diverted more to the other side of the road and/or other adjustments be made to cycleways/bus stops/islands/footpaths etc that would allow for the accommodation of/retention of the notable trees.

I understand the removal of a tree where it is directly within the footprint of the road and there is no room for adjustment of that footprint there is little option but that has not been effectively demonstrated for any of these.

I understand that this is the preliminary concept for these works, but it is also the time to have input into where adjustments could be made to avoid or remedy impacts on those trees before more detailed designs are developed.

It is hard to undertake an assessment when the statements are so broad such as “will likely require removal” or “will likely not require removal” without any more detail than that.

What is the reason in those instances? Are the trees directly within the footprint of the road or footpath or because of pruning for clearance (to what extent/%) or because of works for road/footpath and can those be quantified in terms of distance from the base of the trees, excavations required or pruning extent? Why cannot the layout be adjusted? I cannot provide support or assessment on such broad and speculative higher-level comments when the alternatives have not been worked through with an explanation as to why they are not viable’.

In regard to the scheduled trees located within the Local Arterial NoRs, Mr Fynn makes the following comments:

NoR RE1: Coatesville to Riverhead Highway

2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
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Mr Fynn states:

‘These three trees are very prominent locally in terms of visibility due to their size with little other trees of that size in the location and due to their species.

Again I would like to see them all retained and worked around’.

NoR W5: Hobsonville Road

1812	<i>Metrosideros excelsa</i>	Pōhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville	
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Mr Fynn states:

‘as a council asset, this would require a TOA (Tree Owner Approval) for pruning or removal. It is stated that this should be retained but there is no indication at this stage that how close it would be encroached on in terms of pruning required or extent of works within the protected root zone’.

1980	<i>Metrosideros excelsa, Agathis australis</i>	Pōhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville	Pt Allotment 41 PSH OF Waipareira
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Mr Fynn states:

The Kauri in this listing is well distanced from the proposed works and should be completely unaffected.

I recognise that the front Pohutukawa, that is most threatened, is in less-than-ideal health but nothing that would warrant removal. These two trees are also prominent in the landscape. As stated in the landscape input it is also my opinion that both of these trees should be retained and incorporated into the design to form part of the traffic calming and safety around the school as an island even with the bus stop and or pedestrian crossing as an opportunity. Would a restriction of the shared use lanes here be beneficial in that regard?

A general comment, in regard to scheduled trees, Mr Fynn states:

‘It is my professional opinion that all of these notable trees are well recognised by the local communities and those passing through on these main arterial routes.

In terms of the proposal not being given effect to for around 20 years, I would suggest that this provides a good opportunity to establish replanting now to give them that period of time to establish and give scale and age to the area. This will greatly increase their value and contribution to offsetting any adverse effects generated.

I understand that this would not be straightforward given the ownership of properties and that they are yet to be acquired but this would nonetheless ensure a far better outcome and make the intensification that much more palatable’.

Planning assessment

I have reviewed the application and Mr Donaldson’s specialist assessment. I agree with Mr Donaldson insofar as that the Project should seek to remediate any adverse effects associated with tree removals. However, I note that the Tree Management Plan (TMP) is required to demonstrate how the design and location of the Project works has avoided, remedied or mitigated any effects on any tree identified in the preparation of the TMP.

I consider that this TMP will provide an appropriate framework requiring effects to be remediated or avoided where possible.

I agree with Mr Donaldson's comments in respect of carbon sequestration, and the environmental benefits of carbon being stored or sequestered in trees, and the need to avoid, remedy or mitigate such effects through replacement planting for the Project. However, I agree with the recommendation, as stated above, of the Independent Hearing Panel on the Drury NoRs, that the regional resource consent process is appropriate for assessing and incorporating conditions in relation to restoration planting. In addition to the management plans, including the UDLMP and the TMP, the OPW(s) must show (e) the landscaping proposed and (f) any other matters to avoid, remedy, or mitigate any adverse effects on the environment'.³⁰

I consider that the adverse effects on arboriculture can be adequately remedied or mitigated, subject to an amended set of conditions being imposed for the Local Arterial NoRs, in conjunction with regional consents being obtained during detailed design of the Project.

I rely on the expert opinion of Mr Fynn, in regard to the scheduled trees, and I agree with Mr Fynn that additional information is required from the requiring authority. I consider it appropriate that the requiring authority provide a response at the hearing on the following:

- the relief sought in the submissions
- Mr Fynn's comments, and questions, regarding the scheduled trees including:
 - are the trees directly within the footprint of the road or footpath because of pruning for clearance (to what extent %) or because of works for road/footpath. Can those be quantified in terms of distance from the base of the trees, excavations required or pruning extent?
 - the reasons for why there can't be adjustments to the layout of the designation boundary to avoid scheduled trees
 - recommendations for the retention of scheduled trees #2598, and #2603, noting that Mr Kensington has also recommended conditions also for these trees in his assessment of landscape and visual effects (refer to Section 4.4.4). Mr Fynn generally concurs with Mr Kensington's assessment and in particular with the recommendation that all notable trees are retained and worked around.
 - scheduled tree #1812 and an indication of how close it would be encroached on in terms of pruning required within the protected root zone
 - suggestion in regard to establishing replanting now to give the trees a period of time to establish, given the extended lapse periods sought
- recommended amendment to the Tree Management Plan condition for NoRs W5 and R1.

³⁰ Section 176A(3) Resource Management Act 1991

4.4.9 Ecological effects

4.4.9.1 Application

Section 20 of the AE addresses the ecological effects of the eight Local Arterial NoRs. The assessment is in relation to the district plan controls in the AUP.

For ecological effects that relate to the AUP Regional Plan provisions and/or the National Environmental Standards for Freshwater Management (NESFM), these will be assessed as part of the regional resource consent applications which are to be lodged at a future date. Whilst not required to inform the AEE, the requiring authority has considered the potential ecological effects relating to future regional consents and/or wildlife permits (for the disturbance or relocation of protected species)³¹ in informing the alignment and proposed designation footprint for each of the eight Local Arterial NoRs.

The AEE addresses the methodology for the ecological effects assessment (refer to Section 20.1 of the AEE), the positive effects on terrestrial ecology, and the potential adverse effects.

Positive effects

Section 20.2 of the AEE states that the positive effects are:

- the ability for future landscape planting within each transport corridor to tie into stream and riparian corridors. Most notably for the corridors associated with Totara Creek, Sinton Stream, Trig Stream, Rāwiri Stream, Waiarohia Stream, and unnamed tributaries by the Coatesville-Riverhead Highway.
- Net increase in green infrastructure and associated habitats within the designation footprints associated with street trees, berm and stormwater plantings, and planted stormwater wetlands
- Stream and wetland crossing upgrades e.g., the existing undersized culvert associated with the Waiarohia Stream crossing which will be upgraded to a bridge resulting in a positive effect on stream habitat and stream connectivity.

The project specific positive terrestrial ecology effects are listed in Table 20-1 in the AEE.

Potential adverse effects

Section 20.3 of the AEE summarises the potential adverse effects:

- vegetation removal effects, including the loss of foraging habitat and mortality or injury to bats. Note this effect is limited to vegetation clearance which is a district plan matter and is not otherwise permitted

³¹ Wildlife Act 1953

- disturbance and displacement to roosts/nest and individual (existing) birds and lizards 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. Therefore, it is unlikely to happen in habitats adjacent to the transport corridor or underneath structures such as bridges.

The AEE provides details on the level and location of construction effects on ecological features (habitat and species), as it relates to the district plan matters.

Terrestrial vegetation

SGA considers that the overall level of ecological effects associated with vegetation removal is assessed as being “very low” to “low” due to the small extent of vegetation removal and low likelihood that edge effect³² and additional fragmentation³³ will occur. As such no specific management (mitigation) has been proposed.

Bats

The ecological values of bats is assessed to be very high. Bats may utilise the land surrounding each of the proposed corridors for roosting, forage or community. Bats may be affected by:

- lighting required during construction for night works, and for site compounds (areas along the proposed corridors that support the construction works e.g. site offices, laydown/storage areas
- noise and vibration during construction (particularly if bats are roosting in the immediate vicinity of the works).

Surveys at the NoR corridor scale has not confirmed roost occupation within or adjacent to the proposed transport corridors. However, the requiring authority has assumed that bats will utilise roost sites within the proposed designation footprint based on:

- confirmed habitat suitability (numerous trees with moderate to high bat roost potential, connected to linear stream corridors and wetlands)
- confirmed foraging presence
- frequent utilisation of numerous roosting sites throughout their home range³⁴.

During construction of the extended and / or upgraded Trig Road (North), Māmari Road, Brigham Creek Road, Spedding Road and Coatesville-Riverhead Highway transport corridors, the overall level of effect of disturbance and displacement to roosts and individual bats, prior to mitigation, is assessed as moderate due to the relatively short period of construction related effects, and the low baseline bat activity rate. The overall level of effect due to the removal of vegetation and associated loss of foraging habitat and mortality or injury to bats is assessed as low to moderate, prior to mitigation. With mitigation the level of effect reduces to negligible.

³² Edge effects may occur where vegetation has increased exposure to light, wind, heat, cold, and weeds.

³³ The clearance of loss of parts of a continuous natural area which reduces its total area and may lead to increased edge effects and isolation of natural areas/breaking up of one natural area into smaller areas.

³⁴ The area in which bats roost and forage for food.

The overall level of effect on bats associated with construction of the upgraded Hobsonville Road, Don Buck Road and Fred Taylor Drive have been assessed as very low due to existing urbanisation of the surrounding areas. As such no impact management (mitigation) is required during construction at these corridors.

Birds

The ecological value of non-TAR birds in the context of the habitat features along each corridor is assessed to be low. During construction of the extended and / or upgraded Trig Road (North), Māmari Road, Spedding Road, Hobsonville Road and Fred Taylor Drive transport corridors, the overall level of effect on birds is assessed as low as there is a low presence of native birds associated within several habitat features. As such no impact management (mitigation) is required during construction at these corridors.

The overall level of effect associated with disturbance, displacement and loss of connectivity is assessed as being low for all extended and / or upgraded transport corridors. As such impact management (mitigation) is not required

Lizards

Suitable habitat (exotic scrub, exotic treeland edge and rank grassland) has been identified within the proposed designation footprint for each corridor which could potentially support the native copper skink. Native lizards require vegetated corridors to facilitate natural dispersal, although they are considered to be relatively resident species and do not require migration or large-scale movement to support reproduction, refuge and feeding.

The proposal involves the extension and / or upgrades to an existing transport network. The proposed designations are therefore not expected to result in the additional fragmentation of lizard habitat. Similarly, Copper skink (At Risk – Declining) are likely to be habituated to disturbance such as noise, vibration and lighting and no additional effect on copper skink is expected.

Proposed measures to avoid, remedy or mitigate effects

Operational mitigation measures include a Bat Management Plan³⁵ for Trig Road (North), Māmari Road, Brigham Creek Road, Spedding Road, Coatesville-Riverhead Highway.

The Bat Management Plan should include buffer planting along road corridors associated with stream crossings, sensitive lighting design at key locations (such as stream crossings) and retention of large, mature trees wherever practicable to act as hop overs. The proposed designation area for corridor identified above has sufficient room to provide these features.

Summary of effects

³⁵ The requirement for a Bat Management Plan sits within the condition for the Ecological Management Plan on NoRs W1, W2, W3, W4, and R1).

As stated in section 20.7 of the AEE, the requiring authority considers that, following implementation of the identified mitigation measures, the residual level of construction effects are negligible or low. Similarly, for the residual level of operational effects is assessed as being very low or low. Therefore, the potential effects (both construction and operational) are able to be appropriately managed.

4.4.9.2 Submissions

There are three submissions which raise the matter of ecological effects. The matters raised are:

- general concern that the ecological values have not been adequately addressed (RE2: Fred Taylor Drive)
- concern over the loss of vegetation along the corridor and the resulting loss of biodiversity (R1: Coatesville-Riverhead Highway)
- that there is a potential for more significant ecological effects due to less buffer between the widened road corridor and Totara Creek (NoR W3: Brigham Creek Road).

4.4.9.3 Specialist assessment

Ecology

Mr Jason Smith, Auckland Council's consultant ecological specialist, has undertaken a review of the requiring authority's AEE, and associated technical report³⁶, and the submissions received on the Local Arterial NoRs. Mr Smith's technical memo (refer to Attachment 3H) covers the following matters:

- the current ecological values of the site and receiving environment
- the actual and potential environmental effects of the proposal
- the adequacy of the effects management proposed
- summary of the submissions received
- conclusions and recommendations.

Mr Smith considers that the:

- a) the methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice
- b) effort expended in the site investigations is appropriate for the scale of the proposed works and potential effects
- c) reported results are transparent, accurate, and a fair representation of the ecological values.

³⁶ Te Tupu Ngātahi Supporting Growth. North West Whenuapai Assessment of Ecological Effects. December 2022. Version 1.0.

Mr Smith generally concurs with the requiring authority's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology. In Mr Smith's opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal.

In regard to the proposed conditions, Mr Smith's memo states:

'...The proposed conditions for all the new designation include:

a. Pre-Construction Ecological Survey. I make the same assessment as above on the Strategic NoRs.

For the alteration to existing conditions: a. I would again raise the appropriateness of stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to (the previous revision was 2015). I would recommend that the condition be amended to include or any updated version.

Mr Smith's recommendation above cross-references to 6.2(a) of his memo which states:

'...a. Condition 25³⁷ for a Pre-Construction Ecological Survey.

- i I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment. The condition should be amended to refer to a pre-construction survey for the works area.*
- ii Species management in accordance with the Wildlife Act would first require knowledge of their presence. This is specifically relevant to native lizards which are not otherwise included in the ecological management plan conditions...'*

Specialist's assessment of the submissions

Mr Smith has considered the submissions received on the Local Arterial NoRs (Appendix 1 of his memo). In summary, Mr Smith considers:

- Submission 20.7 Ray Chong and Judy Chong (NoR R1: Coatesville-Riverhead Highway)
 - that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR
 - the AUP contains sufficient provision to manage ecological effects from regional resource consent requirements
- Submission 8.1 Michelle van Rensburg (NoR W1: Trig Road (North):

³⁷ Condition 21 for Local Arterial NoRs RE1, R1, W1, W2, W3, and W4.

- the relevant options assessed by SGA as part of its consideration of alternatives were:
 - Option 2: widen road on the south and retain northern boundary.
 - Option 1: (selected): widen both the northern and southern side of the road and retain the centreline.

Mr Smith states:

‘Overall, ecology scored equally across all options. However additional commentary provided (table 8-2, page 72 of the Options Assessment) provides additional specific details regarding SGA’s preference for Option 2 as it relates to ecological matters.

Ultimately SGA has opted for Option 1 for Trig Road (North). The options assessment undertaken by SGA has to make an overall assessment of all matters, cognisant to the functional needs of infrastructure’.

Lighting

Mr John McKensy, Auckland Council’s consultant lighting specialist, has also undertaken a review of the lighting effects in relation to the effects on bats (refer to Attachment 3H). Mr McKensy recommends that the following condition be included within the Ecological Management Plan.

xx. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction by a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.

xx. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.

4.4.9.4 Planning Assessment

I rely on the expert opinion of Mr Smith in that the requiring authority has provided sufficient evidence to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal, subject to the proposed amendment to the pre-construction ecological survey condition for NoRs W1, W2, W3, W4, R1, and RE1 (as shown below and in Attachment 5: Recommended amendments to proposed conditions).

Pre-Construction Ecological Survey

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

- i. *Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present*

- 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 or any updated version³⁸.*
- (b) *If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).*

I also support the inclusion of Mr Mckensey's recommended conditions in relation to lighting and bat management. I have made some minor amendments given that the management of bats is within the Ecological Management Plan condition and not a separate Bat Management Plan condition. This approach is also consistent with that taken by the reporting planners for the Strategic and HIF NoRs.

xx. A bat sensitive lighting regime shall be included as part of the ~~Bat Management Plan~~ EMP, developed in conjunction by a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.

xx. A detailed lighting design shall be prepared, consistent with the ~~Bat Management Plan~~ EMP and provided to the satisfaction of Auckland Council.

4.4.10 Construction effects

4.4.10.1 Application

Construction effects are addressed generally in relation to the construction methodology in Section 9.2.3, and specifically in the relevant effects assessment sections, in the AEE. The AEE identifies the following potential construction effects:

- site clearance (Section 21 Landscape and Visual Assessment in the AEE)
- earthworks, and temporary erosion and settlement release
- construction noise and vibration (Section 17 Noise and Vibration Assessment in the AEE)
- network utility works (Section 18 Network Utilities Assessment in the AEE)
- construction air quality impacts (dust and particulates)
- stream works and stormwater
- construction traffic impacts (Section 15 Transport Assessment in the AEE)

³⁸ References to the EIANZ guidelines are also recommended to be similarly amended in the abbreviation section of the conditions for each of the Local Arterial NoRs.

- release or disturbance of hazardous substances.

As a number of the effects assessments are discussed already in this section of the report, this section of the report is focussed on those that have not yet been addressed, being earthworks, air quality, and release or disturbance of hazardous substances.

Earthworks

The AEE states that:

'... geotechnical investigations will be required to inform the final design and ratify the assumptions for earthworks slope batters, total earthworks volumes, ground improvements, identifying potential onsite borrow sites or spoil disposal sites. Impacts can be controlled through use of:

- *restrictions on bulk earthworks to summer months*
- *silt fencing around ponds and earthwork batters*
- *temporary sediment ponds to contain and treat runoff*
- *mulching of exposed earthworks*
- *wheel wash stations for trucks carting spoil*
- *stormwater diversion to minimise overland flows across earthworks areas.*

Air quality

The AEE advises that suitable dust management measures will be implemented in accordance with the 'Construction Environmental Management Plan' ('**CEMP**') for each Project and are anticipated to include:

- water carts to minimise dust during earthworks
- covered trucks hauling material onto and off site
- mulching and top soiling of exposed earthworks

The requirement for a CEMP to be prepared prior to construction for any stage of the project is outlined in the conditions proposed by the requiring authority for each NoR. Within these conditions, clause (v) requires the CEMP to set out management methods for avoiding, remedying or mitigating adverse effects from dust.

Operational air quality effects arising from the ongoing use of the roads following construction are not addressed in the AEE.

Hazardous substances

The AEE states that the release or disturbance of hazardous substances can be caused by disturbing a piece of land or can be introduced from construction equipment entering into and operating on the site. The potential effects can be managed through:

- an asbestos register identifying any locations where asbestos may be present
- asbestos handling procedures to control demolition, transport and disposal
- refuelling procedures to ensure no fuel enters waterways or the stormwater system

- an emergency response management plan for environmental incidents
- correct hazardous substance storage systems
- standards to ensure fill material meets the specified design and is free from contaminants. Additional fill material required to complete the earthworks would ideally be sourced from an onsite borrow site (area in which earth is taken as fill) within the proposed designation.

The AEE states:

'It is anticipated some unsuitable excavated material can be placed and compacted as non-structural fill outside of the road alignment. Where practicable, to utilise excavated material, soil improvement measures, such as cement or lime stabilisation could be used to improve the soil parameters. Alternatively, cut material will be disposed of at a suitable tip site'.

Management/mitigation

The requiring authority considers that the effects on the environment from construction activities are able to be managed through a CEMP. This CEMP will be developed at detailed design and consent stage to address environmental effects specific to the construction of each corridor and the site. The works and activities will also be undertaken in accordance with future National Environmental Standards (NES) and regional resource consent conditions (if required).

4.4.10.2 Submissions

There are 15 submission points which raise matters relating to construction effects. These matters include:

- general concern that dust effects are minimised with adherence to guidelines and appropriate mitigation
- apply environmental bottom lines within conditions to ensure potential adverse effects are appropriately avoided, mitigated or remedied
- application of conditions which clarify the details of the earthworks (batters etc.)
- earthworks and battering which extends beyond the existing boundary of the private property is to be designed in consultation with the relevant property owners to minimise the effects on private land, and maintain the same utility of that land
- site-specific management plans are prepared by the requiring authority, in consultation with landowners, which provide for earthworks to be managed to minimise any impact to adjoining private properties, including from airborne or deposited dust. In the event that adjoining properties are affected, the cost of rectifying and restoring the asset to its original condition (such as building washing) will be met by the requiring authority.

4.4.10.3 Specialist Assessment

There is no Council specialist assessment on construction effects for this section of the report.

4.4.10.4 Planning Assessment

I consider that the potential adverse environmental effects associated with construction can be adequately avoided, remedied or mitigated through the following framework of provisions:

- the condition on each of the eight NoRs which requires that a CEMP be prepared to set out how construction effects will be managed including dust, and hazardous substances
- the following provisions of the AUP:
 - Chapter E11 – Land disturbance - Regional
 - E14 – Air Quality in respect of both construction and operational air quality effects.

I note that Chapters E11 and E14 provisions are drafted in respect of the council's regional functions under s31 RMA and regional plan under s77 RMA, and as such will continue to apply to the Project as and when the NoRs are confirmed

- requirements under National Policy Statements/National Environmental Standards including:
 - Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

No modifications to the designation conditions are proposed in relation to air quality effects.

4.4.11 Effects on the Community

Section 24 of the AEE addresses the potential effects from changes to the local social and community facilities on the existing and future communities of Whenuapai, Redhills, and Riverhead.

Section 25 of the AEE considers the specific effects on property and business. Property and land use effects are discussed below in section 4.4.13 of this report.

4.4.11.1 Application

Section 24 of the AEE sets out the methodology and addresses the effects on the community generally.

Positive effects

Section 24.2 of the AEE states that the positive effects of the proposed extension and/or upgrade of each transport will:

- provide certainty regarding the location of required transport infrastructure to support the planned growth in the North West, which will avoid build out into the corridor and subsequently reduce future community disruption, which would be greater if the routes were designated later over intensified land use
- ensure that the corridors can be delivered in a way that supports their integration with surrounding land use and supports quality urban design outcomes for future communities

- provide corridors aligned with Safe Systems and Vision Zero which enhances community health and safety, by minimising the likelihood of Deaths and Serious Injuries (**DSIs**) to users
- improved connectivity through the North West area, including by active modes and public transport, to access:
 - employment opportunities, retail and services located within existing centres and business areas in Whenuapai, Hobsonville and Westgate, and future centres and business areas on FUZ land
 - social and community infrastructure, including schools (e.g., Whenuapai School on Brigham Creek Road, Hobsonville School on Hobsonville Road, St Paul's Primary School on Don Buck Road, Timatanga Community School on Māmari Road), recreational facilities (Massey Leisure Centre on Don Buck Road, Fred Taylor Park and future sites within Whenuapai, Redhills North, and Riverhead).

General construction effects on the Community

Section 24.3 of AEE states that construction of the transport corridors will not occur simultaneously and is likely to be staged in line with urbanisation demand from growth areas. This means that residents will be exposed to construction effects over different timeframes and with varying levels of direct effects on their daily activities. Similar construction effects are anticipated along urbanised corridors including:

- disruption of normal business
- alteration of limitations to existing access for vehicles, pedestrians, or cyclists
- changes to normal traffic flows because of route diversions
- capacity and speed restrictions
- changes to amenity.

The requiring authority notes that for corridors located on land that is zoned FUZ there is likely to be a change in the community as urbanisation occurs. In these areas construction is anticipated to take place before or alongside urbanisation.

The requiring authority intends to undertake construction in a staged and linear manner, limiting prolonged impacts on any business, community facilities, and residential properties (excluding areas immediately adjacent to construction laydown areas which will be required for a prolonged period). Engagement with businesses can also limit the extent of impacts, by for instance identifying peak business hours or the timing of deliveries which construction works can be planned around, as far as is practicable.

Business and commercial

The requiring authority considers that the construction effects (traffic disruption, visibility and accessibility etc.) can be mitigated and/or managed via a Construction Environmental Management Plan (**CEMP**). Similarly, ongoing engagement with businesses and the wider community can be mitigated and/or managed via a Community Consultation Plan [presumed to be an error in the AEE and should be the Stakeholder Communication and Engagement Management Plan].

Landowners of business and commercial properties which fall entirely within the designation footprint will have their land acquired to allow the upgrade of the corridor. These landowners will have recourse through the Public Works Act 1981 (**PWA**). Communication with impacted businesses will be required to allow them to plan ahead.

For businesses and commercial properties, where the designation extends along the frontage of the site(s), access will be re-instated with temporary access arrangements identified as part of the CTMP (if required). Land required for the construction of the road will be made good and returned to the land owner once the road upgrades are complete.

Where partial acquisition of a property is required, communication with the landowner and occupier will be required to discuss the ongoing operation of the site. Depending on the nature and extent of effects on the operation of the business, landowners may have recourse through the PWA.

Disruption can be managed through the CEMP and CTMP, implementation of recommendations from specialist assessments, including the CNVMP, to manage amenity effects and communication with stakeholders/operators to ensure work is undertaken in a way which minimises effects e.g. avoiding construction servicing and deliveries during peak school drop off/pick up times.

Construction effects on the Whenuapai community

Section 24.4 addresses the construction effects on the Whenuapai community, including on commercial facilities, community facilities, and residential properties.

Commercial activities

In regard to commercial activities, the AEE states that while the works occur outside the frontage of several businesses in Whenuapai, the effects will generally be limited to footpath canopies. The requiring authority also considers that the effects can be managed along Hobsonville Road where there are multiple commercial facilities through the mitigation measures proposed in the management plans including the CEMP, CTMP, and CNVMP.

Community facilities

In regard to community facilities, the AEE states that there is the potential for disruption to community facilities and social infrastructure from construction works on specific corridors (as identified in Table 24-1 of the AEE).

In regard to residential properties, the AEE states that existing and future residents will experience temporary disruptions to traffic, access restrictions or diversions due to construction works on each of the corridors. Particular reference is made to NoR W5: Hobsonville Road, where there is a number of driveway tie-ins required to be modified to achieve adequate ground levels between private property and the road corridor. This will result in temporary disruption to each site as the works are carried out. These effects can be managed by a CTMP. There is also the potential for effects on amenity during the construction period in the proximity of residential properties. These effects are proposed to be mitigated and/or managed through the CNVMP. Complaint receipt and resolution processes, and ongoing and proactive communication will be managed through the Stakeholder Communication and Engagement Management Plan (SCEMP).

Construction effects on the Redhills community

Section 24.5 of the AEE states that the majority of Redhills is lived zoned, unlike Whenuapai, with residential uses to the west and industrial and commercial zoning on the east. The area of FUZ in the northern section of Fred Taylor Drive is yet to be structure planned so its future land use is unconfirmed. Construction and operation of the corridors is anticipated to take place in an urban environment.

Commercial facilities

The AEE acknowledges that there will be effects on the existing industrial and commercial area at Don Buck Road, with the corridor fronting onto the sites. The majority of these properties except 3/575 Don Buck Road have access from the rear at Cabernet Crescent, Pinot Lane and Cellar Court as alternative access which will reduce dependence on Don Buck Road. Direct effects are relatively limited with changes to the access tie ins. The upgrade of the roundabout at Fred Taylor Drive into a signalised intersection will require rerouting of traffic during construction and changes to how the community uses the space, however over time the new roading arrangement will be known to the community using their cars to pass through or visit locations in this area. Along Fred Taylor Drive limited widening works will be carried out, with permanent works also occurring within the existing designation. This is not expected to result in business displacement or loss.

Community facilities

The requiring authority considers that while the works will have limited direct effect on the community facilities in the area along Don Buck Road (schools, churches and the Massey Leisure Centre), access may be altered during construction. This can decrease patronage through the inconvenience or changes to the normal operation amenity. St Pauls School has two access options along Don Buck Road, giving it more flexibility to manage construction effects, and the school buildings are reasonably set back from the road. Similarly, Massey Leisure Centre main access is off Westgate Drive which has been provided for in the proposed road upgrade (refer to Table 24-2 of the AEE).

Fred Taylor Drive has few community facilities along its length, the main facility being Fred Taylor Park at the northern end which is outside of the proposed designation footprint.

Residential

Existing and future residents will experience temporary disruptions to traffic and access restrictions or diversions due to upgrades and intersection works. This may affect the way they travel to work and use recreation facilities in and around their neighbourhood. Community use and access of Fred Taylor Drive and Don Buck Road will be restricted during construction, causing temporary inconvenience to users. The amenity of residential areas may be temporarily reduced due to dust and noise from construction.

Construction effects on the Riverhead community

Section 24.6 of the AEE states that in Riverhead, the Coatesville-Riverhead Highway is predominantly a rural corridor (and will remain rural under the AUP) with the exception of the existing urban area and FUZ to the north of the corridor.

Commercial facilities

As the area is predominantly rural, there are fewer community and/or commercial sites affected along the corridor and no sites have the extent of the land required in full to achieve the designation and its works, with works relatively limited. Two key business impacted are Huapai Golf course (1261 Coatesville-Riverhead Highway) and Hallertau Brewery (1169 Coatesville-Riverhead Highway) The works will affect the Huapai Golf Course entrance and frontage, however, do not affect the main buildings. Similarly at the Hallertau Brewery, works will have minor effects such as changes to the site frontage and parking, but no buildings are impacted.

Community facilities

As the area is predominantly rural, there are few community facilities affected (as identified in Table 24-3 of the AEE) along the corridor and no sites have the extent of the land required in full to achieve the designation and its works , with works relatively limited.

Residential

Existing and future residents will experience temporary disruptions to traffic and access restrictions or diversions due to upgrades and intersection works. This may impact the way they travel to work, existing and proposed, recreation and around their neighbourhood. Community use and access of Coatesville-Riverhead Highway will be temporarily disrupted. The amenity of residential areas may be temporarily reduced due to dust and noise from construction. However fewer receivers are immediately adjacent to the road, as the majority of this rural population have dwellings set back from the corridor.

Operational effects on the community

Section 24.7 of the AEE addresses the operational effects of the projects. These include:

- positive effects such as improved connectivity
- the provision of safe, separated active mode facilities
- mode choices for the community i.e., shifting from private cars to active modes and public transport.

Where there is an on-street parking effect, this will be mitigated by the provision of active mode facilities (walking and cycling) and the provision of facilities to support public transport. This will provide the opportunity for people to access facilities, businesses, and other areas within the local community, via modes other than driving.

The AEE notes that there are no existing requirements for minimum parking to be provided under the AUP other than for accessibility parking spaces. Where private parking areas are permanently affected, this is considered a property matter and will be addressed through the PWA process.

Recommended measures to avoid, remedy, or mitigate potential adverse effects

Construction effects

The requiring authority anticipates that community effects during construction of the extended and/or upgraded corridors will be temporary and will be able to be minimised. A SCEMP will be prepared prior to the start of construction to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of directly affected land will be communicated with throughout the construction works. Ongoing communication with the business community, schools, and public facility operators will occur to meet business and recreation requirements and manage the potential effects.

Access and trip disruption, including measures to avoid disruptions at peak times or school pickups/drop-offs will be managed by the CTMP and SCEMP as proposed conditions on the NoRs.

Construction effects on amenity values of property and recreation areas can be managed by engagement with corridor residents and stakeholders (identified through the SCEMP), noise management (CNVMP), and the overall CEMP to manage potential effects.

Operational effects

Significant positive effects are anticipated from the operation of the transport corridors therefore no mitigation is required. The implementation of mitigation measures identified in the Operational Noise Assessment allow noise impacts to be appropriately managed. Additionally, the implementation of an upgraded corridor informed by measures within the ULDMP, will not only mitigate effects but enhance the appearance of corridors.

Summary of effects on the community

The requiring authority considers that the extension and/or upgrade of each corridor will provide significant positive effects to the community in which it will operate including:

- supporting planned urban growth
- significant safety and transport benefits providing a safe and resilient connection that provides for active and public transport connections
- improved community cohesion and access to community resources.

The requiring authority also considers that the adverse construction effects can be managed through the development by the implementation of appropriate management plans and mitigation measures, and communication with the community and affected landowners and occupiers. Where the construction effects cannot be fully mitigated, the requiring authority considers that they can be managed through discussions with the affected parties.

4.4.11.2 Submissions

Submissions have been dealt with below in Section 4.4.13 Property Effects as I consider that this matter overlaps with the property effects on residential and business/commercial properties.

A number of submissions have been received from residential and business/commercial landowners either as directly affected property owners, or owners/occupiers of property within the vicinity of the proposed works. The submissions generally raise matters that relate to the uncertainty of the effects on properties due to the extent of a designation boundary combined with the extended lapse periods for each of the eight Local Arterial NoRs.

Where submissions have raised matters specific to a topic area such as transport (e.g. vehicle access, construction noise and vibration), these have been assessed in the relevant effects section of this report. These include:

- vehicle access and parking (section 4.4.1 Transport effects)
- construction noise and vibration (section 4.4.2 Noise and vibration effects)
- urban design effects (section 4.4.3 Urban design effects)
- landscape and amenity (section 4.4.4 Landscape and visual effects)
- stormwater and flooding (section 4.4.5 Flooding and stormwater effects)
- effects on network utilities/other infrastructure providers (section 4.4.15 Effects on other infrastructure providers).

4.4.11.3 Specialist assessment

Ms Hilary Konigkramer, Auckland Council's consultant social impact specialist, has undertaken a review of the AEE, the technical report, and submissions received for the Local Arterial NoRs. Ms Konigkramer has also reviewed this section of the report, and section 4.4.12 Property Effects.

Ms Konigkramer agrees that the community effects/social effects overlap with the requiring authority's assessment, and matters raised, in relation to property effects.

In regard to the social effects on the community, Ms Konigkramer considers that while the AEE addresses the construction and operational effects of the Project, it doesn't identify the negative social effects, and proposed mitigation measures, during the planning and/or route protection phase. Nor does it include the potential reduction in business activity and the associated loss of revenue.

Further discussion and recommended amendments to the conditions are included in section 4.4.12.3 below.

4.4.11.4 Planning assessment

A planning assessment of, and associated recommendations on, the requiring authority's assessment, and the submissions received are in section 4.4.13 Property and land use effects.

As noted above, I consider that the requiring authority's assessment of social effects overlaps with that of its assessment of property and land use effects. In some instances the effects are the same:

- property effects such as either the full or partial loss of land either temporarily during construction or permanently once the corridors are operational
- disruption of normal business
- visibility and accessibility effects on pedestrians and cyclists who may need to access community facilities or businesses differently during construction periods
- traffic effects including access, trip disruption, changes to normal flows because of route diversions, and capacity and speed restrictions
- changes to amenity for residential and business properties, and community facilities i.e. increased noise, dust, and visual distractions.

The requiring authority's proposed mitigation is also the same as that proposed to mitigate the effects on the community. The mitigation proposed is through the recourse of the PWA or reinstatement of property, and the use of management plans such as the SCEMP, CTMP, CNVMP, CEMP, and the ULDMP.

The applicant's AEE, in Tables 24-1, 24-2 and 24-3, identifies key community facilities, and infrastructure, in Whenuapai, Redhills, and Riverhead, which are either directly affected or indirectly affected by being within the vicinity of the proposed works for the corridors.

Submissions received on the eight NoRs have been from residential and business property landowners and/or occupiers, and providers of community infrastructure, where their land is either directly affected or affected due to their proximity to the proposed works. This includes, but is not limited to, submissions from the Ministry of Education, the Huapai Golf Course, and Hallertau Brewery which have been identified in section 24 of the AEE as being affected by the proposed works. The different matters raised in these submissions, and any other submission from community infrastructure providers, and residential and business property landowners have been addressed in the effects sections that the matter relates to:

- vehicle access and parking (section 4.4.1 Transport effects)
- construction noise and vibration (section 4.4.2 Noise and vibration effects)
- landscape and amenity (section 4.4.4 Landscape and visual effects)
- stormwater and flooding (section 4.4.5 Flooding and stormwater effects)
- urban design effects (section 4.4.3 Urban design effects)
- property and land use effects (section 4.4.13)
- effects on network utilities/other infrastructure providers (section 4.4.15).

4.4.12 Property and land use effects

4.4.12.1 Application

Section 25 of the AEE addresses property and land use effects where effects cannot be avoided. Section 24 of the AEE addresses the potential effects on properties and businesses affected by proximity to the transport corridors (refer to section 4.4.13 above).

Section 25 of the AEE notes that the NoRs have sought to 'reduce potential adverse effects on existing private properties and businesses through alignment and corridor design, while acknowledging the planned urban growth will result in substantial changes to the area over the next 10-20 years'.

The zoning of the private properties directly affected vary across the corridors being Future Urban Zone (in Whenuapai and rural in character), Business – Light Industry Zone (Whenuapai and along Hobsonville Road), Residential zones (within Redhills and along Hobsonville Road) and Business – Metropolitan Centre Zone and Business – General Business Zone (in the vicinity of Westgate), and Business – Local Centre Zone (Redhills, Hobsonville Road).

Table 7 below sets out the number of properties directly affected by the Local Arterials NoRs. The Form 18s, for each NoR includes a schedule of directed affected property (Attachment B of the Form 18s).

Notice of Requirement	Number of properties directly affected
Whenuapai	
W1: Trig Road North	43
W2: Māmari Road	22
W3: Brigham Creek Road	55
W4: Spedding Road	64
W5: Hobsonville Road (alteration to designation 1437)	195
Redhills and Riverhead	
RE1: Don Buck Road	104
RE2: Fred Taylor Drive (alteration to designation 1433)	70
R1: Coatesville-Riverhead Highway	55

Table 7: Number of properties directly affected by the Local Arterials NoRs

The AEE identifies positive effects, post-designation confirmation effects, effects during and post construction, and the recommended measures to avoid, remedy, or mitigate potential adverse effects:

Positive effects

The proposed extension or upgrade of each corridor will support the intensification of land in line with the AUP in the following scenarios:

- where live zoned land is currently undeveloped e.g. Hobsonville Road and west of Don Buck Road
- where redevelopment and intensification may occur as a result of the NPS-UD, and the associated proposed zones within Plan Change 78, which enables greater density e.g. section of Māmari Road, Brigham Creek Road, Hobsonville Road, and Don Buck Road.
- in areas currently zoned Future Urban zone which will be transitioning from greenfield to urban as structure planning and plan changes occur.

Post-Designation confirmation effects

The proposed designation have lapse durations ranging from 15 to 20 years. This is to provide a sufficient timeframe to enable the construction of the each of the corridors in response to the progressive urbanisation of the FUZ areas and to align with planned release of land and funding for the corridors (see AEE, Part A Section 5 for lapse date discussion).

The AEE notes that when considering an extended lapse period, it is appropriate to balance that lapse period against the potential prejudicial or ‘blighting’ effects resulting from restrictions on private property use and development in the proposed designation footprints, prior to construction of the corridors. Blight’ is characterised as ‘the harmful effects of uncertainty about likely restrictions on the types and extent of future development in a particular area on the quality of life of its inhabitants and the normal growth of its business and community enterprises’.

The effects of an extended lapse are generally associated with the lack of certainty over:

- when construction will commence
- how long will affected parties be subjected to construction effects and the degree to which they will be affected
- the form of the potential effects of the future operation of the designation.

SGA considers that the most workable method for managing any outstanding uncertainty associated with the lapse period being sought is ongoing communication as provided for through proposed conditions.

Project delivery timeframe uncertainty

The proposed designations will provide long term certainty regarding the alignment of each corridor and the future transport network as a whole. This will inform directly affected landowners' and future residents' investment now and in the near future and operational decisions about how land may be impacted. AT will establish information platforms following confirmation of the designations and before construction starts to inform owners of project progress. This is intended to manage uncertainty of restrictions and project delivery timeframes for individual properties.

Land use and the section 176(1)(b) process

The proposed designations will not preclude the continued (unchanged) use of any directly affected properties prior to construction. However, anyone, other than a requiring authority with an earlier designation, is restricted from carrying out work on the designated land that would prevent or hinder the designated work without first obtaining the requiring authority's written consent.³⁹ For properties that are partially designated, those areas of the property located outside the designation are not required to obtain written consent for use and development.

Where feasible, AT will work with landowners and developers through the section 176(1)(b) process to help them integrate any works in a way that will not prevent or hinder the works authorised by the proposed designation, and to enable written consent to be provided. This will apply to properties adjacent to or in proximity to the proposed designations before implementation of the extended and/or upgraded corridors. This process enables the continuation of urban development and investment to occur, informed by the designation.

Where landowners contact AT in advance of the property acquisition process, AT will engage with those owners and refer them to public information on the Public Works Act process and AT's timeframes for the corridor delivery.

Effects during and post construction

Section 25.4 of the AEE sets out the effects during and post construction. The effects identified are:

- land affected permanently
- land affected temporarily

³⁹ Section 176(1)(b) of the Resource Management Act 1991

- post completion

Land impacted permanently

Land required for the ongoing operation and maintenance of each corridor will be acquired, typically in a period of 2-3 years leading up to the main construction. The PWA is the legislative framework under which entitled landowners will receive compensation. This is a non-RMA process.

Land impacted temporarily

The proposed designations include land required for temporary construction and permanent works. These areas are shown in indicative NoR plans and will not be confirmed until detailed design is completed.

If temporary occupation of the land is required, it will typically be leased. Potential effects from the temporary lease/use of the land within the proposed designations include:

- disruption to business access and parking
- disruption to farm activities, temporary loss of grazing pasture, stock-proof fencing
- changes to driveways including gradient or alignment, loss of yard vegetation and construction impacts (including noise and vibration, and visual amenity). Note where driveways are required to be re-graded the driveways have been included within the designation.

Post completion

On completion of the works:

- private land not required for on-going operation, maintenance or effects management will be reintegrated in coordination and discussion with directly affected landowners. This may include the reinstatement of driveways, parking, fences, gardens, yards, and re-integrating construction areas (e.g. batters, stormwater wetlands) with the surrounding landform
- the designation footprint will be reviewed upon completion of the project and will be uplifted from those areas not required for the on-going operation, maintenance or effects mitigation associated with corridors.⁴⁰

Recommended measures to avoid, remedy or mitigate potential adverse effects

Section 25.5 of the AEE sets out the proposed measures as set out below:

Land use uncertainty and property impacts

⁴⁰ Section 182 Resource Management Act 1991

- establishment of a project website or other suitable information source with information on the projects such as status and anticipated construction timeframes
- provision of information on section 176(1)(b) process and AT contact details to support the integration of development with the extension and/or upgrade of each corridor, where practicable
- provide information on the PWA to address uncertainty on landowners, noting that the PWA is a non-RMA process
- implementation of a Stakeholder Consultation Environmental Management Plan. This will occur prior to the start of construction to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with before and during construction works including:
 - determine adequate notice periods for the commencement of construction activities and works that affect access to properties
 - identify appropriate communication channels to support property owners and occupiers to understand and plan around works (such as a project website). The selected communication channels will include:
 - inform parties of the expected timing, duration and staging of works
 - type and nature of effects to be anticipated and regular updating of progress
 - provide avenues for feedback, inquiries and complaints during the construction process.

Access

Disruption to traffic and transport patterns will be managed via the implementation of a CTMP, the CTMP will include methods to:

- maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be practicable
- communicate traffic management measures to affected parties.

Noise and vibration

Reductions in amenity from noise and vibration disturbing normal residential and business use will be managed by the implementation of a CNVMP which will include methods to:

- communication and engage with nearby residents and stakeholders
- minimise construction disruption for affected properties during construction
- in addition to a CNVMP, it may be necessary to produce site specific/activity specific Construction Noise and Vibration Management Schedules where noise and/or vibration limits are predicted to be exceeded for a more sustained period or by a large margin.

Construction activities

Construction activities can be expected to temporarily reduce amenity, effects such as dust, graffiti etc. will be managed and minimised through implementation of a CEMP. At detailed design stage, engagement with affected parties on AT's approach to temporary and permanent land impacted (including any leasing or acquisition required), is covered under the PWA.

Land re-integration

Where property features are damaged, features will be re-instated, as far as practicable, including private driveways, parking, fences, gardens, and yards, and re-integrating of construction areas with the surrounding landform. This will be discussed at the time with those landowners and follow those provisions under the PWA. Once projects are completed, there will be a review of the designation footprint by AT as per section 182 of the RMA, to review any areas which are no longer required.

Summary of effects on property, business and amenity

Section 25.6 of the AEE provides a summary of the effects. The AEE recognises that the projects provided for by a confirmed designation can be expected to have a range of effects on normal property and land use. These include the restrictions imposed on private property throughout the duration of the designation on site, and the uncertainty this can create for landowners.

Measures are proposed to alleviate the associated uncertainty and enable landowners to undertake activities in the interim which will not prevent or hinder the projects. Measures are also proposed to manage the effects of works during construction through management plans required as conditions on the approved designations. Property impacts outside the scope of RMA will be managed under other legislative processes.

Given the proposed mitigation, the requiring authority considers that the effects on property, business and amenity will be appropriately managed.

4.4.12.2 Submissions

There are 150 submission points which relate to property effects across the eight Local Arterial NoRs. The key issues raised in submissions are listed below:

- a) general relief to decline/confirm the NoRs (subject to amendments)
- b) extent of the designation boundary and effects on specific properties
- c) length of lapse periods
- d) effects on residential property values
- e) effects on businesses and business viability
- f) reinstatement of property
- g) acquisition and compensation
- h) engagement and consultation

- i) effects on network utilities/other infrastructure providers.

Where submissions have raised matters specific to a topic area such as transport (e.g. vehicle access, construction noise and vibration), these have been assessed in the relevant effects section above. These are:

- vehicle access and parking (section 4.4.1 Transport effects)
- construction noise and vibration (section 4.4.2 Noise and vibration effects)
- landscape and amenity (section 4.4.4 Landscape and visual effects)
- stormwater and flooding (section 4.4.5 Flooding and stormwater effects)
- urban design effects (section 4.4.3 Urban design effects)
- effects on network utilities/other infrastructure providers (section 4.4.15 Effects on other infrastructure providers).

The key issues raised in submissions are discussed in general below (refer to Attachments 2 for the submission summaries and Attachment 2 for a link to the submissions). I acknowledge that the issues listed above may overlap i.e., the extent of a designation and the proposed lapse period (which can in turn affect how land within the designation can be used in the interim).

a) general relief to decline/confirm the NoRs (subject to amendments)

There are three submission points which request the outright decline of the NoRs as the effects on property are considered disproportionate to any significant gain to the overall project and could be avoided.

There are five submission points which request that the NoRs be declined, or alternative relief is sought i.e., that their properties are not included in the extent of the designation, alternative routes are sought, or conditions are requested. Where submissions are seeking alternative relief, this is generally for a shorter lapse period as it is considered that these projects are urgently required.

b) extent of the designation boundary and effects on specific properties

There are 63 submission points across the eight Local Arterials NoRs, with the majority of the submission points (21) relating to NoR W5 (Hobsonville Road). The matters raised generally relate to the extent of designation boundaries on specific properties (in combination with the effects of an extended lapse period). The relief sought includes:

- amendments to the designation boundaries to:
 - exclude specific properties from the designations and amend the directly affected properties schedules
 - ensure that there is no encroachment within existing properties by physical infrastructure including retaining walls, batter slopes, busways, road lanes, cycle lanes, footpaths, berms etc.
 - reduce construction areas, batter slopes or earthworks to minimise the amount of land required and the effects on directly affected properties

- separate designations for construction areas and permanent areas i.e. two separate designations showing the operational extent and the construction extent
- remove properties from within designation boundaries to take into account existing resource consents, planning work, or to reflect approved subdivision designs
- consider alternative locations/routes i.e., other side of the road where it is yet to be developed, or along existing routes such as motorways, to minimise the effects on existing residential/commercial properties
- remove the extent of the designation from commercial property so that premises and lease agreements aren't affected
- reduce the scale of effects on frontages of yet developed properties where it adversely affects the ability to redevelop a site which renders the balance of the land inaccessible or incapable of reasonable use
- align with the plans discussed during engagement with SGA as the notified version of the NoRs is different and has led to inconsistencies between proposed developments and NoRs.
- review of the extent of designation boundaries:
 - general support for a review condition
 - that the extent of the designations should be reviewed before being confirmed
 - to ensure that it supports efficient and viable land development of directly affected properties
 - in consultation/negotiation with landowners to amend the extent and reduce the effects on directly affected properties
 - to remove the extent of the designation from residential and business properties as soon as possible so that the residual designations include only those areas necessary for the permanent operation and maintenance of the proposed works.
- impose conditions which:
 - requires ongoing consultation with landowners around the extent of the designation boundary prior to the designations being confirmed.

c) length of lapse periods

There are 30 submission points which have raised matters around the length of the lapse periods for each of the NoRs. This matter overlaps with the extent of the designation boundary which, in combination, creates a 'blighting' effect. The submission points generally relate to the associated uncertainty around development on directly affected properties due to the extended lapse periods and the unknowns around the final extents of the land required for the designations. The relief sought includes:

- amendments to the reduce the lapse period:

- to 4 years to reflect the urgency of certain projects
- to ensure projects are implemented in a timely manner which enables the integration of the works with the development/redevelopment of specific sites
- 15 years is not appropriate particularly where there is no funding or certainty as to the timing of the construction
- provide for a standard lapse period as the extended lapse period blights properties for far too long, will make redevelopment difficult and inefficient, and does not provide sufficient certainty of outcomes prior to and after implementation of the designation.

d) effects on residential property values, businesses and business viability

There were 21 submission points which raised matters on the effect of the designations in relation to property values, and loss of income from tenanted properties, both residential and commercial. Fourteen of those submission points were lodged against NoR W5 (Hobsonville Road). The matters raised included:

- uncertainty on the ability to sell on the open market, with one submission stating that a sale of a residential property was not progressed due to the NoRs being lodged
- the effects on tenants
- the ability and cost of re-tenanting/re-leasing the property if their tenants left because of the effects
- the ongoing viability of their business where access, including foot traffic, and on-site parking are to be affected
- compensation for business losses
- uncertainty around what development can occur in the interim and whether consented development will be taken into account.

e) reinstatement of property

There are five submission points relating to the matter of the reinstatement of property post-construction. This includes specific items to be reinstated to the existing state of the specific property i.e., driveways, fences (residential/stock), landscaping etc. and that written agreement to this should be given by the requiring authority. Several submissions considered that there should be a condition on the NoRs that once the land is relinquished from the designation, the subject land is required to be left in a suitable condition in agreement with property owners.

f) Acquisition, compensation, and consultation

Twenty-two submission points received across the 8 Local Arterial NoRs raise matters related to acquisition, compensation, and consultation with directly affected properties. The matters raised in submissions include:

- the lack of engagement with directly affected properties or properties within the vicinity of the proposed works who will also be affected
- compensation for loss of land of property/partial property or business losses (including any losses resulting from any inability to implement consented development plans, and the removal of buildings/facilities, or orchard trees which are used to generate income)
- compensation for the property owners and/or tenants who will be subjected to adverse effects on their properties over a prolonged period
- compensation in relation for all costs associated with acquisition and/or resource consents which are either yet to be consented, or consented but are either in the process of being built or yet to be built, including where:
 - the upgrades are not being undertaken earlier but submitters are required to consent and build any new transport infrastructure e.g., a new intersection which will be dismantled during the NoR works
 - for any re-designs required
 - for any landscaping that has been invested in by property owners, including commercial businesses such as Hallertau Brewery (NoR R1: Coatesville-Riverhead Highway).
- the provision of more information on how landowners will be compensated
- an undertaking from the requiring authority that they will act promptly and in good faith to provide full compensation for any loss
- that early consultation and engagement with directly affected property owners is vital due to the effects on directly affected properties, the restrictions on development, and the length of the lapse periods.

g) effects on network utilities/other infrastructure providers

Submissions received from either other network utility operators or infrastructure providers are discussed in section 4.4.15. The main themes arising from these submissions included the effects on infrastructure, the need for consultation, and amendments/additions to conditions for the Network Utility Management Plan (NUMP).

In regard to the Ministry of Education's submissions these are also discussed in the following sections of this report:

- (1) section 4.4.1 Transport effects
- (2) section 4.4.2 Noise and vibration
- (3) section 4.4.3 Landscape and visual effects
- (4) section 4.4.11 Effects on the community.

4.4.12.3 Specialist Assessment

No Council specialist assessment has been specifically sought for property and land use effects. However, I consider that there is an overlap between the property and land use effects, with both community effects and economic effects.

Mr Derek Foy, council's consultant economic specialist, has also reviewed the AEE, associated technical reports, and the submissions received. Mr Foy's assessment is discussed below in Section 4.4.14 Economic effects.

As stated above in section 4.4.11.3, Ms Konigkramer has undertaken an assessment of the social effects of the Local Arterial NoRs. Ms Konigkramer agrees that there is overlap between the matters raised in community effects and those raised in property effects. As noted above in section 4.4.11.3, Ms Konigkramer considers that the AEE has not adequately addressed the social and/or property effects during the planning and route protection phase. Nor does it include the potential reduction in business activity and the associated loss of revenue.

Ms Konigkramer supports the condition to establish a website to provide information but does not agree that the requiring authority's proposed condition in relation to communication i.e. setting up of a website, is adequate mitigation to address the uncertainty due to the extended lapse period. Nor does it provide the engagement opportunities required to better understand the implications of the designation on stakeholders and the community. The requiring authority's proposed measures identified in the planning and route protection phase are limited to providing information with no engagement/consultation until the SCEMP.

Ms Konigkramer considers that engagement during the planning and route protection phase is a separate matter that should be provided for through the following recommended amendments to the SCEMP conditions:

Stakeholder Communication and Engagement Management Plan (SCEMP)

(a) The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) The SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP;
- (ii) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and predominately displayed at the main entrance(s) to the site(s);
- (iii) the procedures for ensuring that there is a contact person available for the duration of the SCEMP, for the wider public and stakeholders to engage on the project;

- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (v) a list of stakeholders, community groups, organisations, businesses and individuals who will be engaged with;
 - (vi) identification of the properties whose owners and occupiers will be engaged with;
 - (vii) Methods and timing to engage with landowners whose access is directly affected;
 - (viii) Methods to communicate key project milestones and proposed hours of construction activities including outside normal working hours and on weekends and public holidays, to parties identified in (v) and (vi) above; and
 - (ix) Linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for review and approval.
- (d) Subsequent construction phase SCEMP/s shall be prepared three months prior to the Start of Construction for a Stage of Work and submitted to Council for review and approval.

4.4.12.4 Planning Assessment

While the submission assessment above is separated into the key issues raised by submissions, the discussion below has combined the key issues raised in regard to property effects as these often overlap i.e., the spatial extent of the designation and the extended lapse period creates uncertainty for directly affected parties on the scale of the effects, how the effects will be mitigated, and what activity/development can occur on the land affected by the designations in the interim.

My planning assessment is therefore focussed on the following matters:

- spatial extent of the designations and lapse periods
- effects on residential and commercial properties.

Spatial extent of the designation and lapse dates

Spatial extent

The requiring authority's approach to the spatial extent of the designations has been discussed in section 2.1.4 of this report.

As the requiring authority does not own the land that it is seeking to designate, it is required to have particular regard to whether adequate consideration has been given to alternative, sites, routes or methods of undertaking the works⁴¹ (refer to Section 4.8 for further discussion on the assessment of alternatives). The requiring authority has determined through that assessment, that the routes shown as lodged, are the routes which best fits its objectives.

⁴¹ Section 171(1)(b) Resource Management Act 1991

It is acknowledged that the NoR's provide for route protection with the design of the works and the amount of land take required, either temporarily for construction purposes, or permanently for the operation of the works, are yet to be determined. However, the extent of the designation combined with the extended lapse period creates uncertainty for directly affected parties.

I consider that it is the responsibility of the requiring authority to address the relief sought in relation to the extent of the designation/s as it relates to the specific properties identified in the submissions.

Lapse dates

The requiring authority's rationale for the extended lapse periods being sought for each of the NoRs is discussed above in section 2.1.3. of this report, and section 5 of the AEE. The proposed lapse dates reflect the land use and transport staging based on the FULSS and the Detailed Business Case (DBC).⁴² The DBC aligned the projects for these NoRs with other projects (outside of the scope of Te Tupu Ngātahi) and regional transport models.

As stated in section 5 of the AEE, a key objective of the Te Tupu Ngātahi Programme is to identify and protect land now for future transport networks, to enable build out aligned with urbanisation. AT considers that an extended lapse period to be the method that is reasonably necessary to achieve this key objective as it provides the statutory protection of the future transport corridors.

The proposed lapsed periods are shown below:

Notice	Extended and / or Upgraded Transport Corridor	Lapse Period
Whenuapai		
NOR W1	Trig Road (North)	15 years
NOR W2	Māmari Road	15 years
NOR W3	Brigham Creek Road	15 years
NOR W4	Spedding Road	15 years
NOR W5	Hobsonville Road (alteration to existing designation 1437)	Not applicable as existing designation has already been given effect to
Redhills and Riverhead		
NOR RE1	Don Buck Road	15 years
NOR RE2	Fred Taylor Drive (alteration to existing designation 1433)	Not applicable as existing designation has already been given effect to
NOR R1	Coatesville-Riverhead Highway	20 years

⁴² Section 4.2 of the AEE.

Table 9-3⁴³, as shown below, sets out the transport corridor construction timing and expected duration of construction:

Notice	Transport Corridor	Approximate timing of construction	Approximate duration of construction
Whenuapai			
NOR W1	Trig Road (North)	2028-32	2.5 years
NOR W2	Māmari Road	2028-32	2-3 years
NOR W3	Brigham Creek Road	2028-37	3.5 years
NOR W4	Spedding Road	2033-37	2-3 years
NOR W5	Hobsonville Road	2028-32	3.5 years
Redhills and Riverhead			
NOR RE1	Don Buck Road	2023-27	2-3 years
NOR RE2	Fred Taylor Drive	2033-37	2-3 years
NOR R1	Coatesville-Riverhead Highway	2033-37	2-3 years

I acknowledge that an extended lapse period is a practical approach as it will provide the required statutory protection of the future transport corridors required to support growth. Notices of requirement for route protection which are seeking extended lapse dates are becoming a common request from requiring authorities. Recent Auckland projects with extended lapse periods include the Drury Arterials (AT and Waka Kotahi)⁴⁴, the North Harbour Watermain, and the Northern Interceptor Wastewater Pipeline (Watercare)⁴⁵.

If the proposed lapse dates were reduced, the requiring authority could request an extension of the lapse period within 3 months of the lapse date under section 184 of the RMA. However, there is no certainty for the requiring authority that an extension would be granted if it could not provide supporting evidence that substantial progress or effort has been made, and is continuing to be made, towards giving effect to the designation⁴⁶.

⁴³ Section 9.2.4 of the AEE

⁴⁴ Designations 1837, 1838, 1839, and 1840 in the AUP with lapse periods ranging from 15 years to 20 years

⁴⁵ Designations 9375, and 9376 in the AUP with lapse periods of 20 years

⁴⁶ Sections 184(1)(b) and (2) Resource Management Act 1991.

The requiring authority is correct in that a designation can specify a different period to the statutory lapse period of 5 years⁴⁷. However, as identified by the requiring authority in section 25 of the AEE, an extended lapse period can create uncertainty for landowners of directly affected properties, as well as property in the vicinity of the works. This is reflected in the matters raised in the submissions received across the eight NoRs.

Section 4.4.12.1 above sets out the measures that the requiring authority propose will reduce the uncertainty of an extended lapse date. These measures relate to processes to inform and engage with stakeholders, including directly affected and adjacent owners or occupiers of land. Each NoR includes the following conditions that requires:

- a project website, or equivalent virtual information source, to be established within 12 months of the date from when the designation is included in the AUP
- that the requiring authority reviews, within 6 months of completion of construction (or as soon as otherwise practicable), 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; and gives notice under s182 of the RMA for the removal of the parts that are no longer required
- the preparation of a Stakeholder Communication and Engagement Management Plan (SCEMP).

Given the number of submissions which raise matters relating to the uncertainty of the extent of the designations and the relief sought to reduce lapse periods, I consider that consultation and engagement with directly affected parties is required before the 12-month timeframe stated in the Project Information condition and the timeframe of the SCEMP condition and which serve two different purposes.

The Project Information condition provides information to directly affected parties on the progress of the Project, how to contact the requiring authority, anticipated construction timeframes, and how to apply for consent for works under s176(1)(b) of the RMA. The SCEMP identifies how directly affected parties will be engaged with through the construction works and is not prepared until prior to the 'Start of construction for a Stage of Work'.

I agree with the recommendations of Ms Konigkramer in regard to the proposed amendments to the SCEMP conditions (as shown above in section 4.4.12.3 and in Attachment 5: Recommended amendments to conditions). The amendments will provide greater certainty of the effects, how these will be mitigated, and the development that can occur in the period before construction of the projects.

As stated above in section 4.4.3.3 Urban Design Specialist Assessment, I also agree in part with Ms Esterman recommended amendments to the Designation Review condition.

⁴⁷ Sections 184(1) and (1)(c) Resource Management Act 1991.

Effects on residential and commercial properties

Effects on both residential and commercial properties arise from uncertainties due to the extent of the designation, the extended lapse period, and the timing and length of the construction of the works provided for by the eight NoRs. This is reflected in the matters raised in submissions⁴⁸ as discussed above in section 4.4.12.2 above.

Conclusions

In my opinion, there needs to be a balance between the practical needs of the requiring authority to protect and secure the route, and the effects of the extents of the designations, and the extended lapse periods, on property owners and occupiers. The concerns raised by submitters are valid and should be addressed appropriately by the requiring authority.

The determinations of the extent of the designations, and the extended lapse periods, have been made by the requiring authority to enable it to meet the objectives of the North West Local Arterials Project. It is also the responsibility of the requiring authority to avoid, remedy, or mitigate any potential environmental effects of the works provided for by a designation.

The requiring authority may choose to address the matters raised, and relief sought, in the submissions, at the hearing. If they choose to do so, in my view it will assist the Panel to receive evidence on the following matters:

- additional information for the justification of the extents of the designations and the extended lapse dates including in relation to the specific sites identified in submissions
- additional information on the proposed mitigation including in relation to specific sites identified in submissions e.g. reinstatement, compensation, and acquisition
- additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works including in the period between when the designation is confirmed and the construction phase i.e., during the detailed planning and route protection phase
- the wording of the recommended amendments to the SCEMP conditions as discussed above in section 4.4.12.3 (and included in Attachment 5: Recommended amendments to proposed conditions).

4.4.13 Effects on network utility or other infrastructure providers

Submissions have been received across the three packages of NoRs (Local Arterials, Strategic, and Housing Infrastructure Funded Projects) from both network utility providers and other infrastructure providers. A consistent approach has been taken for this section of the report within the three separate reports for the Local Arterials, Strategic, and Housing Infrastructure Projects.

⁴⁸ Property values, business loss/viability, development, reinstatement, consultation/engagement, compensation, and acquisition.

This section of the report also addresses the matters raised in submissions from other infrastructure providers such as the Ministry of Defence, Ministry of Education, and Kāinga Ora – Homes and Communities.

The separate reports for the Local Arterials, Strategic and Housing Infrastructure Funded projects have taken a consistent approach.

4.4.13.1 Application

Network Utility providers

Section 18 of the AEE addresses the effects on existing utilities within or adjacent to the extended and/or upgraded corridors, the expected effects on the Local Arterial Package on those utilities, and any measures proposed to manage potential impacts. The requiring authority acknowledges that the construction will cause disruption in and along the corridor/s and may require the protection or relocation of existing network utilities. The typical utilities identified in the AEE relate to:

- the three waters – wastewater, potable water, stormwater
- electricity overhead and underground lines
- gas lines
- ethernet and telecommunications.

Table 18-1 in the AEE, and shown below, identifies the non-typical network utilities affected by each transport corridor.

Corridor	Specific Utilities
Whenuapai	
Trig Road (North)	N/A
Māmari Road	N/A
Brigham Creek Road	Telecommunication infrastructure in Spark Designation 7504, located on the south side of the road corridor at 153 Brigham Creek Road Southern Cross International Cable
Spedding Road	Watercare Services Ltd - Northern Interceptor shared corridor (Designation 9377) 110kv Electricity Transmission Lines (under AUP:OP Grid overlay). Through engagement, it is understood this Albany to Henderson line will be dismantled between 2021/2022
Hobsonville Road	Watercare Services Ltd - Northern Interceptor Phase 3 and 6 (Designation 9375)

Corridor	Specific Utilities
	74 Hobsonville Road contains a large pump station with cross connections to the trunk watermains which is designated (Designation 8856)
Redhills and Riverhead	
Don Buck Road	Watercare Services Ltd - North Harbour No.2 Watermain (Designation 9375)
Fred Taylor Drive	N/A
Coatesville-Riverhead Highway	Vector - High pressure gas pipeline (at intersection with Riverhead Road) Watercare Pump Station (non-designated) outside 1261 Coatesville-Riverhead Highway

The following matters have been considered by the requiring authority:

Positive effects

Section 18.2 of the AEE states the positive effects as relating to ongoing access to, and maintenance of, utilities infrastructure will be easier due to:

- the future location of the infrastructure as the extension/upgrade of corridors will allow utilities to be generally located outside the carriageway
- the rationalisation of utilities services locations in existing corridors and co-location within a common services trench for underground services.

Existing utility approval protocols

Section 18.3 of the AEE discusses the existing utility approval protocols. Works within the existing road reserve are controlled under the Utilities Access Act 2010 and associated National Code of Practice for Utility Operators Access to Transport Corridors.

The Code of Practice allows utility providers to access the road reserve (excluding motorways) as of right, subject to reasonable conditions imposed from the transport authority. Access is managed through AT's Corridor's Access Request process as the region's road controlling authority. All parties have a duty to take all practicable steps to protect other parties' assets when working in transport corridors.

In addition, AT will be required to seek written consent from the relevant requiring authority for works where there is an existing designation in place for a utility (or for any other designation).

Temporary construction effects

Section 18.4 of the AEE discusses the temporary construction effects. The AEE states that there are no known existing network utilities services where new roads are proposed in greenfield areas, such as the extensions of Māmari Road and Spedding Road.

With the exception of the extensions of Māmari Road and Spedding Road, all other corridors (including the existing sections of Māmari Road and Spedding Road) involve existing corridors. The works will impact the existing road reserve (generally the location of utilities). The following impacts are expected:

- limitations on access to utilities whilst construction works are being undertaken

- risk of uncovering unknown assets or potential damage to assets if depths are unknown, resulting in temporary disruptions to users and requiring repair
- location of devices shifting in relation to the road reserve and the reallocation of corridor space.

Operational effects

As stated in Section 18.5 of the AEE, the requiring authority considers that once the project is constructed and operational there will be no ongoing adverse effects to network utilities.

Measures to avoid, remedy or mitigate effects

Section 18.6 of the AEE sets out the recommended measures to avoid, remedy or mitigate effects on network utilities. These include clarification of the works that are not anticipated to prevent or hinder each of the transport corridors prior to their construction. The following works will not require RMA written consent under section 176(1)(b):

- operation, maintenance and urgent repair works
- minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations
- minor works such as new service connections
- the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.

The requiring authority has proposed a condition on each of the eight Local Arterial NoRs to provide certainty to utility partners and reduce delays. For works that will exceed the described activity threshold, the requiring authority has an established process for considering and providing section 176/178 written consent⁴⁹. Corridor Access Requests, or other required approvals, will still need to be sought.

I support this condition as it provides certainty to the network utility operators that it can undertake necessary works listed in the condition without seeking written approval each time.

Table 18-2 of the AEE, and as shown below, is a summary of the proposed management measures for each transport corridor.

⁴⁹ <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation-or-notice-of-requirement/>

Project	General mitigation applies (Y/N)	NOR specific measures
Whenuapai Area		
W1 Trig Road (North)	Y	Network Utility Operators (Section 176 Approval)
W2 Māmari Road	Y	Network Utility Operators (Section 176 Approval)
W3 Brigham Creek Road	Y	Network Utility Operators (Section 176 Approval) Note: AT will require section 177 written consent for works in existing Spark Designation 7504
W4 Spedding Road	Y	Network Utility Operators (Section 176 Approval) Note: AT will require section 177 written consent for works in WSL existing Designation 9377
W5 Hobsonville Road	Y	Network Utility Operators (Section 176 Approval)

Project	General mitigation applies (Y/N)	NOR specific measures
		Note: AT will require section 177 written consent for works in WSL existing Designation 9375 and 8856
Redhills and Riverhead		
RE1 Don Buck Road	Y	Network Utility Operators (Section 176 Approval) Note: AT will require section 177 written consent for works in WSL existing Designation 9375
RE2 Fred Taylor Drive	Y	Network Utility Operators (Section 176 Approval)
R1 Riverhead-Coatesville Highway	Y	Network Utility Operators (Section 176 Approval)

Summary of effects on Network Utilities

As set out in section 18.7 of the AEE, the requiring authority 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 Local Arterial NoR.

4.4.13.2 Submissions

Submissions have been received across the three packages of NoRs (Local Arterials, Strategic, and Housing Infrastructure Funded) from network utility providers and other infrastructure providers. These are addressed individually below.

Watercare Services Limited

Watercare Services Limited (**Watercare**) lodged identical submissions to all of the NoRs. Watercare takes a neutral stance with regard to these NoRs and recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. (are confirmed or not). Watercare seeks to ensure that any decisions made to confirm 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.

Watercare seeks that ongoing and active collaboration and consultation with AT commences before the detailed design stage so that their own plans for water infrastructure are aligned with the implementation of the NoRs.

Watercare seeks amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated. The submission states that this may include the provision of an "Infrastructure Integration Plan" as part of the suite of conditions to apply to all the NoRs. While the wording of such a condition has not been provided the submission states that the condition could include *"details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas."*

Section 12 of the AEE states that that there has been engagement with network utility operators (including Watercare) to *"Integrate and collaborate with other network providers to achieve strategic co-benefits where practicable and / or not preclude future network plans."*⁵⁰

As stated above in section 4.4.13.1, the requiring authority intends to abide by established protocols for works within the existing road reserve controlled under the Utilities Access Act 2010 and associated National Code of Practice for Utility Operators' Access to Transport Corridors (Code of Practice). In that regard the requiring authority considers that this protocol would be sufficient to address any effects of the implementation of the NoRs on network utilities such as those provided and managed by Watercare.

⁵⁰ AEE Page 137

Planning Assessment

In my view, there appears to be commitment from the requiring authority to engage with Watercare (and others) to ensure suitable collaboration and co-ordination of infrastructure.

While Watercare is seeking amendments to the proposed conditions of all the eight Local Arterial NoRs, Watercare has not provided the proposed wording for the amendments.

However, the relief sought by Watercare could provide an appropriate management structure with defined actions, roles and outcomes relating to effects of the NoRs on existing and planned infrastructure. Accordingly, I recommend that the requiring authority consider the inclusion of an Infrastructure Implementation Management Plan to guide the engagement and ongoing co-operation with infrastructure providers potentially affected by the NoRs. Such a management plan should also include other providers such as telecommunications providers.

Spark New Zealand Trading Limited and other telecommunication providers

Spark New Zealand Trading Limited

Spark New Zealand Trading Limited's (**Spark**) submission has been submitted on four of the Local Arterial NoRs⁵¹ (and four of the Strategic NoRs). All of the submissions relate to the Southern Cross International Cable Network (regarded as nationally significant infrastructure) that will be affected by these notices of requirement. The submissions states that Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

The cable is located in a number of roads affected by the proposed designation (and traverses the proposed alternative state highway designation footprint). The submission states that the requiring authority's AEE does not acknowledge the Southern Cross Cable within NoRs W1: Trig Road (North) W2: Māmari Road, and W5: Alteration to Designation 1437 Hobsonville Road. Spark considers that it is important that the designation conditions properly acknowledge and protect the Southern Cross Cable on each proposed designation.

In relation to the Local Arterial NoRs, Spark's submission refers specifically to the Whenuapai Cable Station. The Whenuapai Cable Station is located immediately adjacent to Brigham Creek Road which is subject to a proposed designation (NoR W3). Spark's submission notes that the Brigham Creek proposed designation overlaps with its designation. As it is an existing designation, Spark's designation will retain its priority over the proposed designation. It is critical that the Southern Cross Cable, and Cable Station at Brigham Creek Road, are protected and practical access is retained during construction and any ongoing maintenance work.

Sparks seeks that conditions be placed on each NoR relating to the Southern Cross Cable:

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times

⁵¹ NoR W1, W2, W3, and W5.

- XX: *The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.*
- XX: *Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.*
- XX: *The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.*

Planning Assessment

In my view, the inclusion of a condition as requested by the submitter has merit. However, I recommend the following changes for clarity and consistency as follows:

Southern Cross International Cable

- ~~XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.*~~
- XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.*
- XX: *The contactor(s) undertaking the works shall must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.*
- XX: *Spark shall must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.*
- XX: *The project design will ~~aim~~ endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark ~~man~~ maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team shall must notify Spark and liaise with Spark to ~~arrive at~~ agree on an acceptable alternative design solution.*

Telecommunication submitters

A submission was received on all 19 of the NoR packages (Local Arterials, Strategic, and Housing Infrastructure Funded) from a group of telecommunications providers comprising:

- Aotearoa Towers Group (ATG)
- Chorus New Zealand Limited (Chorus)
- Connexa Limited (Connexa)
- One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
- Spark New Zealand Trading Limited (Spark)
- Two Degrees Mobile Limited (2degrees)

This group is known as the “telecommunication submitters” and their submissions relates to all the NoRs.

The telecommunications submitters take a neutral position on the NoRs projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. This submission also recognises the Spark submission, to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs.

This submission refers to protecting the Southern Cross cable but also other components of the telecommunications networks including copper and fibre cables, and mobile phone roadside cabinets and other equipment.

The telecommunications submitters seek a condition that is similar to the one adopted for the East-West Link Warkworth to Wellsford NoR projects. The submission notes that there should be reference made for the need for a Network Utility Management Plan (**NUMP**). The submission seeks that this requirement be elevated to a requirement of the NoR on the basis that engagement should be occurring ahead of the OPW stage of the works. This would involve the preparation of the NUMP prior to the OPW. The following wording for a condition has been suggested:

Network Utility Management Plan (NUMP)

- (a) *A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.*
- (b) *The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and*
- (iii) *demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.*
- (c) *The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).*
- (d) *The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.*
- (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.*

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

XX: 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.

Planning Assessment

As stated above, the requiring authority has proposed a condition which provides for the network utility operators to be able to undertake certain works without the need for seeking written approval from the requiring authority under section 176A of the RMA. However, the telecommunications submitters are of the view that engagement and planning should be occurring at an earlier stage to better integrate the design and implementation of the corridor with their network operations.

It should be noted that it is expected that planned urbanisation of a number of areas adjacent to the transport corridor would also be occurring, and this would involve the implementation of significant telecommunications infrastructure. This suggests that co-ordination between communications infrastructure providers and the requiring authority should be occurring prior to the Outline Plan of Works process. In that regard, there is merit to include the need for NUMP at an earlier stage. On that basis, it is my view that the recommended conditions, as amended below, be included in the NoRs.

I have slightly amended the proposed wording in the Telecommunication submitter's submission for clarity and certainty. The additional condition requested by the submitter has been integrated into the recommended amendments below as I considered it was seeking similar outcomes to the proposed conditions.

Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works. ~~Start of Construction for a Stage of Work.~~*
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and*
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.*
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).*
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.*
- (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.*

- (h) *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.*

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

~~XX: 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.~~

New Zealand Defence Force

Submissions from the New Zealand Defence Force (NZDF) have been received for NoRs W1: Trig Road (North), W2: Māmari Road, W3: Brigham Creek Road, and W4: Spedding Road.

The NZDF operates the RNZAF Base Auckland (Base Auckland) at Whenuapai, located within, directly adjacent to or in proximity to the areas to be designated for route protection through these NoR's.

Base Auckland is a significant Defence facility, of strategic importance regionally, nationally, and internationally. It is critical to ensure that this facility can continue to operate to meet defence obligations under the Defence Act 1990. Base Auckland is designated in the AUP for 'Defence Purposes (as defined by section 5 of the Defence Act 1990)⁵².

NZDF does not oppose the NoRs in principle, and recognises the importance of an integrated, well-planned and future-proofed transport network. However, NZDF wants to ensure that the route protection (and associated future works enabled through an OPW) are appropriate and do not compromise the safe and efficient operation of Base Auckland.

There has been engagement by SGA with NZDF. However I understand from their submission that the NoRs were lodged before all of NZDF's concerns had been addressed. NZDF has residual concerns (as stated in their submission) relating to the effects that the NoRs would have on Base Auckland. These are related to:

⁵² Designation 4310 in the AUP.

- bird strike risk from dry ponds, rain gardens, and wetlands proposed to be constructed or upgraded within the designated areas (and the associated safety risk for pilots/aircraft)
- lighting effects, including how this will be appropriately managed, from new lighting within the proposed transport corridors
- effects from construction on the NZDF landing lights.

NZDF appreciates that SGA has sought to minimise encroachment of the proposed designation footprints on NZDF land. However, the NoRs still require the use of parts of the NZDF land for the proposed roading upgrades. NZDF are seeking further clarification as to how the effects on NZDF from this encroachment will be mitigated.

NZDF acknowledges that the NoRs are to secure route protection and that the detailed design is yet to be developed. This means that the potential effects on Base Auckland cannot be accurately assessed at this time.

NZDF seeks the following condition be included for NoRs W1, W2, W3, and W4:

...detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.

Specialist review

Mr John Mckensey, council's consultant lighting specialist, has considered the lighting aspect of NZDF's submission in his memo, dated 14 June 2023 (refer to Attachment X). He agrees that the NZDF proposed condition should be accepted. Alternatively, the lighting aspect of the relief sought could be resolved through the following proposed condition:

XX. A lighting design shall be prepared that addresses the requirements of the AUP and the New Zealand Defence Force in relation to the NZDF Base Auckland. Provide NZDF confirmation to Auckland Council that they are satisfied with the lighting effects determined by the design.

Planning assessment

In regard to lighting, I rely on the expert opinion of Mr McKensey in that a separate condition related to lighting could be included in the sets of conditions for NoRs W1, W2, W3, and W4. However, I recommend a minor amendment to the condition as shown below:

XX. A lighting design shall be prepared that addresses the requirements of the AUP and the New Zealand Defence Force in relation to the NZDF Base Auckland. ~~Provide~~-NZDF confirmation ~~to Auckland Council~~ that they are satisfied with the lighting effects determined by the design is to be provided to Auckland Council.

I consider that it is appropriate that a condition be included given the strategic importance of Base Auckland. However, I consider that the requiring authority should provide a response at the hearing in regard to the proposed wording of the condition, and the most appropriate approach of including such a condition e.g. a stand-alone condition, as proposed by NZDF and Mr McKensey (in regard to the lighting aspect), or within a condition proposed by the requiring authority such as the SCEMP, or OPW conditions.

Ministry of Education

The Ministry of Education has submitted across 12 of the 19 NoR's (Local Arterials, Strategic, and Housing Infrastructure). Each of the submissions raise similar concerns in regard to the effects of construction traffic and the safety of students due to the increased volumes of trucks, the distraction to learning environments as a result of the construction activity, and consultation.

In regard to the Local Arterial NoR's, the Ministry of Education has submitted on NoRs RE1: Don Buck Road, W1: Trig Road (North), W3: Brigham Creek Road, W4: Spedding Road, and W5: Hobsonville Road. The relief sought in the submissions has been addressed in section 4.4.1.2 Transport effects (Submissions).

In summary, the Ministry of Education is seeking amendments to the Construction Traffic Management Plan (CTMP) which are generally the same but tailored to the particular school that is either directly affected by the NoR or in the vicinity of the works.

The planning assessment has been addressed in section 4.4.1 Transport effects. I am supportive of the Ministry of Education's proposed amendments to the conditions. The requiring authority's proposed conditions have been amended for NoRs RE1, W1, W3, W4, and W5 (refer to Attachment 5: Recommended amendments to the proposed conditions). However, I consider that it is appropriate that the requiring authority provides a response at the hearing in regard to the proposed wording of the condition.

In regard to the other aspects of the Ministry of Education's submissions, these are addressed in the following sections:

1. section 4.4.2 Noise and Vibration
2. section 4.4.3 Landscape and visual effects.

Kāinga Ora Homes and Communities

Kāinga Ora Homes and Communities (Kainga Ora) has made identical submissions on all 19 of the NoR's (Local Arterials, Strategic, Housing Infrastructure Funded).

Kāinga Ora support the Project and supports the NoR's for the Project in part, including:

- (a) the widening and upgrading of the existing corridors on Coatesville-Riverhead Highway (R1), Don Buck Road (RE1), Fred Taylor Drive (RE2), Mamari Road (W2), Brigham Creek Road (W3), Spedding Road (W4) and sections of Hobsonville Road (W5) to include local arterial and include bus priority lanes and separated cycle lanes and footpaths
- (b) the widening and upgrade of the existing corridors on Trig Road (W1) and sections of Hobsonville Road (W5) to a corridor with separated active mode facilities.

Kāinga Ora's support is subject to the relief sought in the submissions. Kāinga Ora generally supports the proposed conditions of the designations. Kāinga Ora also generally supports the use of the mechanisms outlined to avoid, remedy or mitigate the potential adverse effects, and to regularly communicate with the community. This includes the conditions relating to the submission of an OPW, and the requirement for the various management plans (SCEMP, ULDM, CEMP, CMP, CTMP, CNVMP, CNVMS, HHMP, EMP, and TMP).

However, Kāinga Ora considers that future information or details about the project are required. Kāinga Ora also considers that, depending on the outcome of these investigations, there may need to be some changes to designation and/or the design of the project to address the concerns expressed in their submissions. The following matters have been raised by Kāinga Ora:

Designation boundary review

Kāinga Ora is concerned with the lapse periods of 15 years for the Local Arterials NoRs [20 years for NoR R1: Coatesville-Riverhead Highway]. The boundaries are likely to impact future development along the Project alignment for some time which may lead to unintended consequences as a result.

Kāinga Ora requests that a more refined approach is adopted to determine the designation boundary. This would ensure that the minimum amount of land required is designated (for both construction and operational needs, so that efficient and effective land use is not compromised).

Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of OPW(s). This will ensure that the designation boundary is refined continually. As a result of the refinement, any land no longer required for the construction and operation shall be uplifted from the designation.

Flooding

Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. The proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposed that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood level of 50mm is permitted where there is no existing dwelling (among others).

Kāinga Ora opinion is that the Project should be required to manage the flooding effects within its own boundary.

Kāinga Ora request that a flood hazard condition is added which requires that the requiring authority does not worsen any flooding effects onto neighbouring properties i.e., that is appropriately avoids, remediates, and/or mitigates the effects of their construction activities.

Noise and vibration

Construction noise and vibration

Kāinga Ora acknowledges that compliance with noise and vibration standards is not always practical. Kāinga Ora supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and the construction noise and vibration effects are minimised as far as practical.

Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

Kāinga Ora acknowledges that transport infrastructure is critical to enable a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, Kāinga Ora is concerned that the Project does not fully assess the health and well-being effects on the surrounding residential environments.

Kāinga Ora is concerned that the standard used to assess traffic noise (NZS6808) does not fully capture the potential health effects of the proposal. Kāinga Ora's submission sites the recommendation for NoRs for the Drury Arterial Network where it was noted that the standard:

- potentially discounts the adverse cumulative effects of elevated noise on recipients
- inadequately addresses those parts of s5(2)(c) of the RMA concerned with avoiding, remedying, and mitigating adverse effects
- does not engage those parts of Section 7 of the RMA concerned with amenity and the quality of the environment likely to be of concern to impact persons
- inadequately addresses Section 16 of the RMA [duty to avoid unreasonable noise].

Kāinga Ora's submission discusses:

- the operational noise level of 55 dB LAeq, used by AT, as the measure where mitigation is required to address potential adverse effects
- the operational baseline of 55 dB LAeq(24hour) used within AT's acoustic experts evidence which considered the adverse health risk in relation to road traffic (and referenced the World Health Organisation Environmental Noise Guidelines for the European Region (2018) and enHealth's Effects on Environmental Noise (2018)⁵³

⁵³ EnHealth Environment Standing Committee - Australian Government - Department of Health and Aged Care <https://www.health.gov.au/sites/default/files/documents/2020/02/enhealth-guidance-the-health-effects-of-environmental-noise.pdf>.

- minimising noise and vibration at the source and the advantages of such an approach for existing and future residents to enjoy greater amenity outside their dwellings
- that there may be circumstances whereby existing dwellings experiencing increased exposure to noise and vibration would require further mitigation e.g. building modifications such as wall insulation, double glazing forced ventilation, and temperature controls
- support for the application of structure mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR.

Kāinga Ora submission requests:

- a condition requiring operational noise levels to not exceed 55 DB LAeq beyond the boundaries of the designation or, where exceeded, at a sensitive receiver, mitigation is provided
- discussion with the requiring authority around mitigation
- that offers of structural mitigation measures, where applicable along the alignment of the Project, shall stay in perpetuity i.e., not be limited to three months)
- the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as Asphaltic mix surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other matters

Validity of advice note – designation boundary

Kāinga Ora has concerns with the validity of the advice note associated within the condition associated with the ULDMP. The advice note states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. Kāinga Ora considers that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the AUP, and it is likely that Auckland Council would require the front yard to be taken from the designation boundary. This would potentially result in unintended consequences along the alignment, and compromise efficient land use and development.

Designation review

Kāinga Ora generally supports the condition which requires review of the designation extent within 6 months of completion or as soon as otherwise practicable. However, Kāinga Ora considers that the condition should also include a requirement for the requiring authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief sought

Paragraphs 40 and 41 of Kāinga Ora's submission addresses the relief sought including further actions in relation to the NoR(s) and decisions from Auckland Council regarding the NoR(s). The decisions sought include:

- the provision of conditions
 - that the requiring authority consults with directly affected property owners on changes to property access, where property access exists at the time of submitting an OPW, and that the OPW should demonstrate how safe access will be provided
 - an amendment to the flooding condition that the requiring authority ensures that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities
 - requiring operational noise limits to not exceed 55 dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the requiring authority
 - that where operational noise effects require noise mitigation, that the offer of mitigation remain in perpetuity, until an offer is taken up
 - that low noise road condition is amended to require that this be on all roads within the designation
 - amendments to the review condition that:
 - once any land is relinquished, that the requiring authority leaves the land in a suitable condition in agreement with the property owner/s
 - that the requiring authority assesses, in conjunction with the land owner, every 12 months following the lodgement of the OPW, whether any areas of designation that have been identified as required for construction purposes are still required. Where the land is identified as not being required, the requiring authority gives notice to Auckland Council with a section 182 request to uplift those identified parts of the designation.

Planning Assessment

While Kāinga Ora's submission requests the provision of conditions, or amendment to proposed conditions, as listed above, the submission doesn't provide recommendations of the wording of these conditions/amendment to conditions. Therefore, I consider it appropriate that Kāinga Ora, as the submitter provides proposed amendments or additions to the conditions that would satisfy the relief sought in its submission as part of its evidence for the hearing. The requiring authority would then be able to better respond to the relief sought in Kāinga Ora's submission at the hearing.

The requiring authority is responsible for both determining the extent of the designations, and the measures to avoid, remedy, or mitigate the potential adverse environmental effects arising from the proposed works for the Project. Any recommended wording for the conditions/amendments to conditions sought would require a level of agreement between Kāinga Ora, as the submitter, and the requiring authority who makes the decision on the NoRs under section 172 of the RMA.

4.4.13.3 Planning Assessment

The planning assessment for this section of the report can be found at the end of each of the individual submissions addressed in section 4.4.13.2.

In summary, my recommendations are as follows:

- a) that the requiring authority provides a response at the hearing in relation to the relief sought in the following submissions:
 - o Watercare Services Limited including an Infrastructure Management Plan to guide the engagement and ongoing co-operation with infrastructure providers potentially affected by the NoRs (for all eight Local Arterial NoRs)
 - o New Zealand Defence Force in regard to a general condition relating to the potential adverse environmental effects on the RNZAF Base Auckland for NoRs W1, W2, W3 and W4
 - o Kāinga Ora (for all eight Local Arterial NoRs) including conditions/amendments to conditions, as requested in Kāinga Ora's submission, in relation to access and OPW's, review of the designation boundary, flooding, and construction and operational noise and vibration, and Low Noise Road Surface.

While the above submissions have requested amendments/new conditions, the submissions have not provided suggesting wording for conditions which would satisfy the relief sought in the submissions.

- b) that the requiring authority comments on the wording of the proposed conditions/amendments to conditions as requested by the submitters or recommended by the Council's specialist and planner, and included in Attachment 5: Recommended amendments to proposed conditions, for:
 - o the condition for the Southern Cross International Cable (as raised in the discussion on Spark's submission) for NoRs W1, W2, W3, and W5
 - o a NUMP condition as requested in the Telecommunication Submitter's submission, including the reporting planners' recommended amendments for all eight Local Arterial NoRs
 - o the conditions requested in the Ministry of Education's submissions for NoRs RE1, W1, W3, W4, and W5
 - o the condition relating to the lighting effects on RNZAF Base Auckland (as recommended by Council's Lighting Specialist) for NoRs W1, W2, W3 and W4.

4.4.14 Economic effects

The requiring authority's AEE has not provided a specific assessment of the economic effects of the Local Arterial NoRs. The AEE does refer to economic effects in a number of sections within the AEE including sections 24 Effects on community and 25 Property and land use effects.

Mr Derek Foy, Auckland Council's consultant economic expert, has undertaken an economic assessment of the 19 NoRs, including the eight Local Arterial NoRs (refer to Attachment 3I). Mr Foy has identified a number of positive effects which have also been stated in the AEE. These are:

- new transport infrastructure will be required to enable planned urban growth in Kumeū-Huapai, Whenuapai, and Redhills
- new infrastructure needs to be planned for now, and its location and function needs to be public so as to allow current and future residents, businesses and other affected parties to have some certainty about what is planned, and where
- the designations would provide appropriate certainty about those matters for residents and businesses, in relation to which properties will be affected, and the location and path of new infrastructure
- the designations would support Council planning for urban growth
- from the information provided in the NoRs, the traffic infrastructure planned will improve certainty of travel times, provide for active modes, and reduce the likelihood of death and serious injuries. All of those matters will yield positive economic effects, as identified in the NoRs.

Mr Foy adds that although not explicitly identified in the application materials, other positive economic effects of the NoRs will include:

- economic activity that will be generated by the planning and construction of the proposed transport infrastructure.
- some of the planned infrastructure, particularly the Kumeū and Huapai RTS stations (NoRs KS and HS), might induce higher density development to occur around them, potentially increasing nearby land values and business viability once development is complete.

Mr Foy has also reviewed the negative economic effects, and the mitigation of these which are focussed on communication and engagement to inform affected persons of the effects (mostly related to construction as the effects arise. The negative effects are:

Timing uncertainty (all NoRs)

This effect has been discussed also in sections 2.1.3 Lapse Dates and section 4.4.12 Property and land use effects of this report.

Mr Foy states that engagement with affected business owners should occur closer to the implementation period as the lapse period will likely involve business and tenancy turnover during this period. Mr Foy adds that specific engagement would be more effective once detailed designs have been completed or at least commenced.

In Mr Foy's opinion the uncertainty may result in more than minor effects on some landowners because their ability to use their property in the same way they have done, and ability to sell or redevelop their property may be changed or removed as a result of

designations. Mr Foy adds that a restriction of private property rights is highly likely to incur some change in property value and depending on the extent of restrictions on each property, that change could be significant.

Mr Foy shares the concern of the submitter's on the 15- or 20-year lapse periods proposed for the Local Arterial NoRs. Mr Foy adds that there has been no assessment of the potential economic effects of the uncertainty of the timing of construction works on property owners. Mr Foy adds:

'While it is not necessary to predict how and where effects might occur, it will be important to monitor any material changes in property condition that arise, and manage those effects appropriately. For example, if there is significant planning blight that is adversely affecting the amenity of commercial areas, and the role that a centre plays for its community, it may be necessary to implement some measures to mitigate that blight and avoid community disenfranchisement.'

The AEEs recognise the potential for blight to occur, but do not propose any specific mitigation or management measures should blight be identified. In my opinion they should propose management measures, and have a process to monitor the quality of particular urban environments, especially commercial areas. Planning blight is unlikely to have significant economic effects when it applies to individual, privately owned buildings or in rural areas, but will be more of a problem when enjoyment of or access to public space and commercial activities becomes compromised.

I am not aware of any mechanism to mitigate any reduction in property values that might arise as a result of properties becoming subject to designation(s). The AEEs have not assessed the potential magnitude of any such reductions, or even identified the potential for such effects to occur.

Changed travel patterns and travel time disruption (NoRs W3, R1, RE1 and RE2)

Mr Foy notes that travel patterns throughout the north-west area, beyond the NoR boundaries, will potentially change as a result of the new transport infrastructure enabled by the NoRs. For non-business activities, Mr Foy states that travel during the construction phase will give rise to some potential costs and benefits at different phases of the projects. Households will at first incur greater travel times as a result of construction works disruption, but will then come to derive savings in travel time as the result of a more efficient travel network once works are completed.

Mr Foy acknowledges that the mitigation measures proposed to deal with this are the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) that are intended to minimise disruption, and manage its effects where possible, although no specifics have yet been presented.

Business Interruption (NoRs W2, W3, W4, W5, R1, RE1, and RE2)

Mr Foy notes that these NoRs are located in areas in which business activity currently occurs, and where interruption to that business activity is possible during the construction phase.

Mr Foy's assessment states:

'There has been no assessment of the potential scale of negative effects, such as the degree to which business turnover might decrease as a result of access to businesses becoming more difficult, or visibility of businesses decreasing and patronage dropping as a result. I recognise that those effects would be very difficult to assess at this stage, particularly because those effects will not accrue for many years yet, and the nature of businesses affected is not yet known, as it is likely to change from the businesses currently operative.

Further, not all businesses or business areas that will exist during the construction works are in existence now, because areas of FUZ are yet to be developed. Construction works for the NoRs may (although will not necessarily) precede the development of new business and business areas'.

The AEE identifies a number of existing businesses and business areas that are located within some of the NoRs, including:

- the Whenuapai centre on Brigham Creek Road (NoRs W2 and W3)
- part of the Spedding Road corridor (NoR W4) near SH18 (zoned industrial, and urbanising now)
- the Hobsonville Road Corridor (NoR W5)
- the Don Buck Road corridor (NoR RE1)
- the Fred Taylor Drive corridor (NoR RE2)
- the Coatesville-Riverhead Highway corridor (NoR R1).

Mr Foy notes that there will also be other businesses not on designation properties, but located on side streets, which have customers that would have to travel through construction works to visit the businesses. Therefore, these businesses could be affected by the construction works. The AEE does not identify potentially affected businesses in that category or recognise that they may be affected.

The recommended measures to address potential business effects are focussed on communication with potentially affected parties, and future use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) to manage and mitigate effects on businesses.

In Mr Foy's opinion adverse effects on businesses could be significant in some locations, such as along Hobsonville Road (NoR W5), the Whenuapai Centre (NoRs W2 and W3), and existing industrial and commercial areas at Don Buck Road (NoR RE1), with reduced visibility and access, combined with a construction environment nearby resulting in a range of disincentives to continue shopping in centres subject to construction works. Mr Foy accepts that those adverse effects would only exist during and soon after the construction phase, however during that phase it is possible that the viability of some individual businesses could be threatened.

Farming Operations

Mr Foy considers that the effects on farming operations also applies to the Local Arterial NoRs. I consider that this is dependent on both the zoning and existing activities that are occurring. For example residential or business zones will have different activities to the FUZ land, where the land may be used for range of general rural activities but cannot be used for urban activities until the site is re-zoned for urban purposes.

Mr Foy acknowledges that the AEE identifies the potential for adverse effects on rural production and farms arising from construction activities. These effects are also proposed to be managed and mitigated by the use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP), as for effects on other businesses. He notes that provision is made for reintegration of rural (and other) land where property features (such as driveways, parking, fences, gardens and yards) are damaged, with reintegration to be discussed with landowners and to follow provisions under the Public Works Act.

Mr Foy also notes that the NoRs do not explicitly recognise the potential for farming operations to be adversely affected as a result of land fragmentation and severance, or reduced productive areas that occur as a result of land being acquired either for transport infrastructure or associated mitigation works (such as ecological areas).

Submissions

Mr Foy has identified a range of issues raised in submissions including:

- effects on businesses/ development potential
- uncertainty and length of lapse period
- planning blight
- access and loss of parking
- compensation
- property value

Mr Foy agrees with the relevance of the matters raised by submitters and has commented on these in his assessment of economics effects. Mr Foy recommends the following responses:

- landowners should be made aware of their rights under the Public Works Act if their land is to be acquired and SGA should consider other remedies for land outside the designation area but close to proposed infrastructure which have negatively affected.
- for neighbouring or nearby properties that are not subject to an acquisition, but to which access has materially changed, with adverse effects on business operation and profitability, it may be appropriate to provide some compensation or to offer mitigation. Response could include compensation for reduced sales, improved signage and wayfinding to attract customers, and other temporary environmental improvements (new parking areas, temporary landscaping and public art) to attempt to offset access difficulties and provide some separation from the construction environment.

Mr Foy also recommends the incorporation of methods that address the following matters raised in submissions be incorporated into the SCEMP for each NoR:

- Adverse effects on farming operations and farm viability as a result of severance and reductions in farm area.
- interruption to business operations during the construction phase, including for businesses located on properties outside the designation area for which access might be impacted by construction works (either for customer or freight). The NoRs focus on business operations on properties that are at least partly within the designation area.
- interruption to business operations and accessibility in the post-construction phase, such as due to a reduction in car parking. Retention of sufficient and well-located car parking is identified as a matter of concern in submissions, particularly in relation to NoR S2 SH16 Main Road, but is not a matter identified in the AEEs, and it is unclear whether there is any intent for SGA to mitigate the loss of parking spaces during both the construction and post construction phases.
- effects arising from a reduced ability to use property in the future, such as where subdivision becomes precluded as a result of reduced property size or access
- Compensation - many submitters questioned whether compensation would be available for various types of effects, and it would be helpful for the SCEMP to include some explicit mention of what effects compensation might be available for. For example, whether any compensation will be available for reduced property value arising from either limitations imposed by the designation (i.e. reduced development rights during the lapse period), or future proximity to new transport infrastructure. Compensation for reduced ability to tenant premises is also of interest to some submitters.

Subject to these recommendations, I agree with Mr Foy's conclusion that:

'The NoRs aim to provide good, and improved access within the North West, and between the North West and other parts of Auckland, including related to accessing employment opportunities and businesses selling goods and services, which is a core part of community wellbeing and a concern identified in the AUP. In my opinion the NoRs would achieve that aim, and provide much improved access between new and existing residential and business areas, supporting economic wellbeing and providing efficient access to businesses.'

Planning Assessment

I rely on the expert opinion of Mr Foy; in that it is concluded that adverse economic effects can be adequately avoided remedied or mitigated.

While Mr Foy considers that the economic effects on farming operations also applies to the Local Arterial NoRs, I consider that this is dependent on both the zoning and existing activities that are occurring. Land which is zoned residential, or business will have differing activities to FUZ where the land may be used for range of general rural activities but cannot be used for urban activities until a site is re-zoned for urban purposes.

I consider it appropriate that the requiring authority provide a response at the hearing on the following matters:

- the relief sought in the submissions
- Mr Foy's assessment including the incorporation of the following matters into the SCEMP:
 - adverse effects on farming operations and viability (within the areas of land that are zoned FUZ)
 - interruption to business operations and accessibility, including for businesses located on properties outside the designation where access might be affected by construction works
 - mitigation for the loss of parking spaces during both the construction and post construction phase
 - the effects arising from reduced ability to use property in the future e.g., subdivision is precluded as a result of reduced property size or access.
 - the range of effects that compensation would be available for
 - inclusion of the community generally in the list of stakeholders (including households, businesses, and other organisations) i.e., not be limited to property owners/occupiers of land subject to the designations.

4.4.15 Effects conclusion

In regard to the overall effects of the Project, I consider that subject to the further amendments to the conditions recommended above and included in Attachment 5 to this report, the potential adverse effects on the environment from the construction and operation of the North West Local Arterials Project can be appropriately avoided, remedied or mitigated.

4.5 National policy statements

Section 171(1)(a)(ii) requires the council to, subject to Part 2, consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement.

4.5.1 National Policy Statement on Urban Development 2020 ('NPS-UD')

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 future⁵⁴. 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

⁵⁴ NPS-UP Objective 1

planning and funding decisions.⁵⁵ 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.⁵⁶

The requiring authority has assessed the Project against the relevant provisions of the NPSUD in Section 29.1 of the AEE. In summary, the requiring authority finds that the Project will give effect to the NPS-UD because:

- the Local Arterial Package is consistent with the objectives and policies of the NPSUD by providing for the necessary transport infrastructure to support the zoning of land in the North West FUZ areas and the establishment of the necessary development capacity
- route protection will ensure that the necessary transport infrastructure is planned and identified in the AUP to meet the feasible development capacity targets over the next 30 years. This will support integration with future land use
- the NPS-UD recognises the benefits of urban development where it contributes to people's social, economic, cultural and environmental wellbeing. Of particular relevance to the NW Local Package is the requirement that: good accessibility is provided for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.
- the Package will deliver better accessibility and mode choice by providing upgrades which will support public transport on all corridors with specific FTN facilities provided on Fred Taylor Drive, Don Buck Road, Māmari Road and Hobsonville road. As well as walking and cycling on all corridors, therefore reducing the reliance on low occupancy vehicle trips. This provides an important component to realising the regional emissions benefits of an integrated network.
- a number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the North West network. Flood modelling undertaken for the NW Local Arterial Package assessed the existing terrain and proposed network terrain – both using MPD with 10- and 100-year average recurrence interval plus climate change rainfall considerations.

I concur with these conclusions and consider that the NoRs will support and enable future growth proposed in the North West while also promoting and providing for active modes of transport and significant public transport availability in additional roading. In that regard, I agree that the NoRs give effect to the NPS-UD. In addition, I consider that the conditions, as recommended to be amended, will give effect to the NPS-UD.

⁵⁵ Ibid Objective 6

⁵⁶ NPS-UD Section 2.2 Page 10

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

The NPS - FM endeavours to implement Te Mana o te Wai⁵⁷ by prioritising first 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.

Its objective and policies endeavours to ensure that natural and physical resources are managed in a way that prioritises first, 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. In particular, the NPS-FW seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species.

It is noted that these provisions will apply at the regional consent stage for consents sought under section 13, 14 and 15 of the RMA.

In the context of route selection and protection under these NoRs the requiring authority has assessed the Project against the relevant provisions of the NPS-FW in Section 29.1 of the AEE. In summary, the requiring authority finds that the Project will give effect to the NPS-FW because:

- the North West network have sought to avoid or minimise impacts on streams and high value wetlands. This is demonstrated through the comprehensive alternatives assessment process undertaken and design refinement. Specifically, high value wetland environment has been avoided and / or reduced where practicable, new bridge structures are proposed over high value streams;
- some freshwater environments have been impacted where there is a functional and operational need to do so. The proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being. In considering the potential future effects arising from activities that may require resource consent in the future, the Assessment of Ecological Effects identified that any potential effects of the North West network on ecological features within or adjacent to transport corridors, can be adequately managed, and will be subject of assessment as part of any future consent processes. Additionally, there is flexibility in the proposed designation to further minimise impacts at detailed design.

I concur with this assessment under the NPS-FW and Council's ecology specialist also agrees with the management approach (subject to minor additional and amendments). In that regard, I agree that the NoRs give effect to the NPS-FW, subject to the conditions, as recommended to be amended.

⁵⁷ A concept that seeks to recognise and protect the health of freshwater in order to protect the health and well-being of the wider environment

4.5.3 National Policy Statement on Electricity Transmission ('NPSET')

The NPSET 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.

The requiring authority has assessed the Project against the NPSET in section 29.1 of the AEE. The National Grid Overlay is located within the areas of Brigham Creek Road (NoR W3) and Spedding Road (NoR W4), including a tower in proximity to the proposed Spedding Road alignment. Brigham Creek Road (NoR W3) is currently crossed by the National Grid Yard Uncompromised overlay (220kV lines) with the proposed upgrade resulting in additional widening within the overlay. The Spedding Road (W4) extension will extend across the overlay (refer to Figure 5 below).

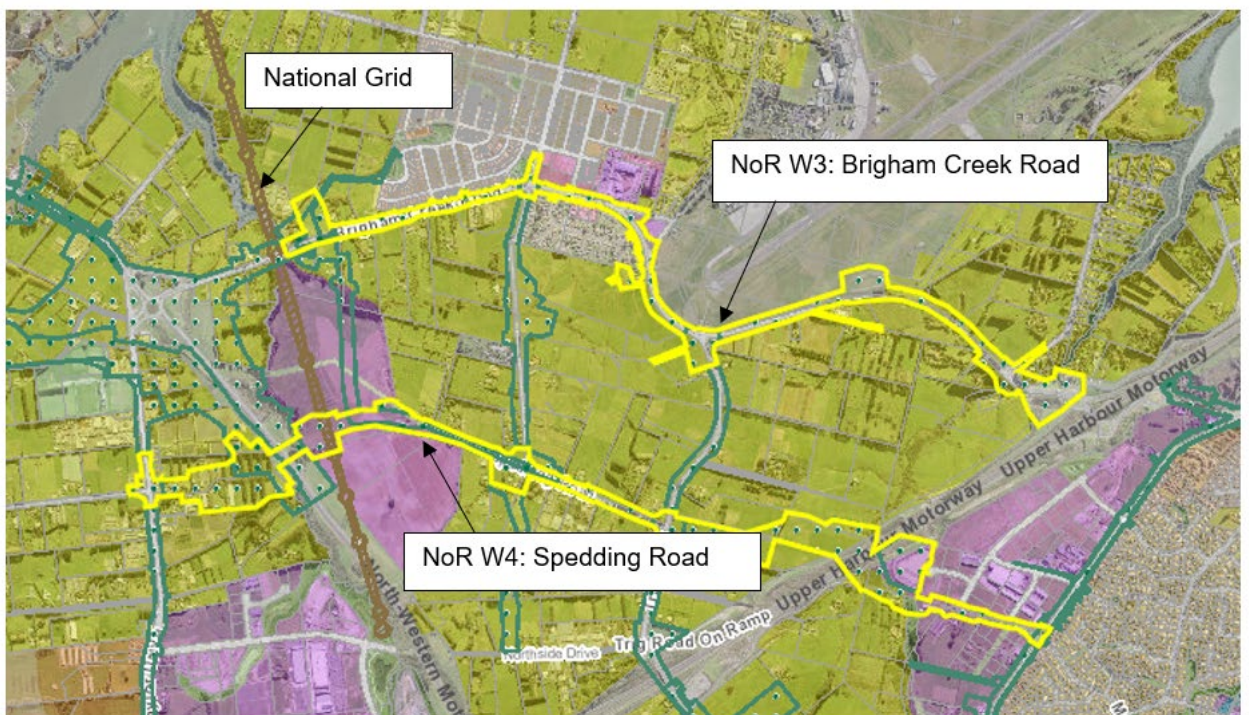


Figure 5: National Grid Overlay in relation to NoR W3: Brigham Creek Road and NoR W4: Spedding Road.

The AEE states that:

'Consultation has been undertaken with Transpower and it is proposed to remove the existing tower. Works will be managed to reduce the potential adverse effects from working beneath and around the National Grid. At detailed design ongoing engagement will be undertaken with Transpower to confirm working room clearance around the 110kV lines and 220kV lines during construction. Any potential adverse effects on the National Grid can be managed appropriately.'

While the requiring authority has offered to manage any effects on network utility operator's infrastructure, including the National Grid, through the implementation of the NUMP, I have agreed with the submission from the Telecommunication Submitters⁵⁸ to elevate the preparation of the NUMP before the Outline Plan stage. On this basis I agree with the requiring authority that the Project is consistent with the NPS-ET.

It should be noted that Transpower NZ Limited did not lodge a submission on the Local Arterial NoRs.

4.5.4 New Zealand Coastal Policy Statement ('NZCPS')

The NZCPS contains objectives and policies relating to the coastal environment. Figure 29-1 of the AEE shows the RMA Section 171(1)(a) planning documents considered. While this indicates that consideration of the NZCPS has been undertaken, the AEE does not specifically address the NZCPS. However, the requiring authority's consideration of Part 6 (section 29.6.1 of the AEE) of the RMA does state:

'The proposed designations will not impact upon any existing public access to streams or the CMA. The NW Local Arterial Package has the potential to provide enhanced access to streams and the CMA in the transport corridor areas through the provision of active transport facilities and future integration with AC's proposed Blue-Green Network'.

The project also includes a range of measures to be included in management plans relating to maintaining water quality in streams that discharge into the Waitematā Harbour. These measures can be further developed and adapted at the detailed design and Outline Plan of Works stages.

Overall, I consider that the NW Local Arterial NoRs are consistent with the NZCPS subject to the conditions, as recommended to be amended.

4.5.5 National Policy Statement on Highly Productive Land ('NPS-HPL')

The AEE only lightly touches on this NPS in section 29 and within Table 29-1.

The NPS-HPL came into effect on 17 October 2022 and has the broad objective that:

2.1 Objective

Objective: Highly productive land is protected for use in land-based primary production, both now and for future generations.

The definition of "highly productive land" is as follows:

'highly productive land means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land)'.

⁵⁸ Telecommunication submitters, Watercare Services Limited, Spark NZ Trading Limited.

As no mapping of highly productive land has occurred as yet the definition falls under section 3.5(7) which states:

- (7) *Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement as if references to highly productive land were references to land that, at the commencement date:*
 - (a) *is*
 - (i) *zoned general rural or rural production; and*
 - (ii) *LUC 1, 2, or 3 land; but*
 - (b) *is not:*
 - (i) *identified for future urban development; or*
 - (ii) *subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

The NPS-HPL contains 9 policies to implement the objective and these policies include the following relevant policies:

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.*

In combination these policies set a high threshold for protection of soil, primarily for the production of food. However, the NPS-HPL also recognises land designated for infrastructure in section 3.9. This section relates to circumstances where the use or development of highly productive land is appropriate and includes the following in section 3.9(2)(h):

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

Section 3.9(2)(j) also provides:

- (j) *it is associated with one of the following, and there is a functional or operational need for the use or development to be on the highly productive land:*
 - (i) *the maintenance, operation, upgrade, or expansion of specified infrastructure:*

Within Whenuapai and Redhills, the Local Arterial Network traverses, or is adjacent to, land zoned FUZ, Business Light Industry, Business – Local Centre, Business – Mixed Use, Residential – Mixed Housing Urban, Special Purpose – Airport and Airfields (NZDF Base Auckland), and Open Space – Informal Recreation. Therefore there is no land zoned general rural or rural production. In addition, it is noted that the definition “Highly Productive Land” excludes land in the FUZ.

The exception is NoR R1: Coatesville-Riverhead Highway, which is existing, and in addition to FUZ also traverses the Mixed Rural Zone. The requiring authority states in Table 29-1, that NoR R1 has a functional need to be on HPL and the works are associated with the upgrade of specified infrastructure. The edge treatment of NoR R1 has sought to reduce reverse sensitivity effects and be in keeping with the rural character.

In my view NoR R1 falls within the exceptions listed above in (h) and (j) and is therefore consistent with the NPS-HPL.

4.6 Regional Policy Statement (Chapter B of the AUP) (RPS)

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. The following sections of the RPS are considered relevant to the NW Local Arterial NoRs:

- Chapter B2 Tāhuhu whakaruruhau-ā-taone – Urban Growth and Form
- Chapter B3 Ngā pūnaha hanganga, kawekawe me ngā pūngao – Infrastructure, transport and energy
- Chapter B4 Te tiaki taonga tuku iho – Natural heritage
- Chapter B5 Ngā rawa tuku iho me te āhua – Historic heritage and special character
- Chapter B6 Mana Whenua
- Chapter B7 Toitū te whenua, toitū te taiao – Natural resources
- Chapter B10 Ngā tūpono ki te taiao – Environmental risk

The requiring authority has assessed the Project against the relevant provisions of the RPS in Section 29 and Table 29-1 of the AEE. Table 8 below shows the RPS chapters in the AUP and the section of Table 29-1 in which the RPS is addressed.

RPS Chapter	Section of Table 29-1
Chapter B2	Urban growth and development capacity
	Urban form and quality design
	Natural hazards
Chapter B3	Urban growth and development capacity
	Enabling infrastructure
	National Grid
	Indigenous Biodiversity and ecological values

	Urban form and quality design
Chapter B4	Ngā Manawhenua
	Natural landscapes
Chapter B5	Historic Heritage
Chapter B6	Ngā Manawhenua
Chapter B7	Indigenous Biodiversity and ecological values
	Freshwater
	Ngā Manawhenua
Chapter B10	Natural hazards

Table 8: AUP RPS Chapter and Table 29-1 sections

I generally agree with the requiring authority's assessment under the RPS provisions subject to the changes recommended to conditions and the content and implementation of the management plans and processes proposed as part of the NoRs.

4.7 Auckland Unitary Plan district plan provisions

4.7.1 Auckland Unitary Plan (Operative in part)

The Auckland Unitary Plan district plan provisions are addressed in section 29 and Table 29-1 of the AEE (along with the RPS provisions discussed above).

I generally concur with SGA's assessment of the Project against the AUP district plan provisions. I consider that the Local Arterial NoRs to be consistent with the AUP district plan provisions.

4.7.1.1 Auckland Unitary Plan - Chapter D overlays

Chapter D provisions are addressed in section 29 and Table 29.1 of the AEE

The Local Arterial NoRs are subject to a range of overlays in the AUP including the following:

- D1: High Use Aquifer Management Areas Overlay [rp]
- D5: Historic Heritage Overlay
- D9: Significant Ecological Areas Overlay [rcp/rp/dp]
- D13: Notable Trees Overlay [dp]
- D24: Aircraft Noise Overlay [dp]
- D26: National Grid Overlay [dp].

The provisions of Chapter D1 are regional provisions. Therefore, an assessment of these will be required at the regional resource consent stage.

Without repeating the detail of the assessment in the AEE, the requiring authority concludes that the Local Arterial Project is consistent within the overlay provisions.

I concur with the assessment of the requiring authority and have no further comments to add.

4.7.1.2 Auckland Unitary Plan - Chapter E Auckland-wide

The relevant Auckland wide chapters are addressed by the requiring authority in Table 29.1. Without repeating the detail of this assessment, it is considered that relevant Chapter E chapters are:

- E1 Water quality and integrated management
- E2 Water quantity, allocation and use
- E3 Lakes, rivers, streams and wetlands
- E8 Stormwater - Discharge and diversion
- E10 Stormwater management area - Flow 1 and Flow 2
- E11 Land disturbance - Regional
- E12 Land disturbance – District
- E15 Vegetation management and biodiversity
- E16 Trees in open space zones
- E17 Trees in roads
- E18 Natural character of the coastal environment
- E24 Lighting
- E25 Noise and vibration
- E26 Infrastructure
- E27 Transport
- E36 Natural hazards and flooding.

I agree with the assessment provided by SGA in section 29 and Table 29-1 of the AEE on these matters.

4.7.1.3 Auckland Unitary Plan – Chapter H Zones and Chapter I Precincts

Chapters H and I provisions are addressed in section 29 and Table 29.1 of the AEE. The relevant zones are considered to be:

- H5: Residential – Mixed Housing Urban Zone
- H6: Residential – Terrace Housing and Apartment Building Zone
- H7: Open Space Zones
- H10: Business – Town Centre Zone
- H11: Business – Local Centre Zone
- H12: Business – Neighbourhood Centre Zone
- H13: Business – Mixed Use Zone
- H17: Business – Light Industry Zone
- H18: Future Urban Zone

- H19: Rural Zones – Mixed Rural Zone (NoR R1: Coatesville to Riverhead Highway)
- H29: Special Purpose School
- I603: Hobsonville Corridor Precinct (NoR W5)
- I610: Redhills Precinct (NoR RE1 and RE2)
- I615: Westgate Precinct (NoR RE2)

I concur with the requiring authority’s assessment provided in section 29 and Table 29-1 of the AEE of the above provisions of Chapters H and I. In addition to those listed above, the following precinct (that was recently made operative on 12 March 2023) is also relevant (becoming operative after the NoRs were lodged).

- I616 Spedding Block Precinct.

4.7.2 Council-Initiated Proposed Plan Changes to the Auckland Unitary Plan (Operative in part)

Section 43AA of the RMA provides the meaning of proposed plan—

(2) In this Act, unless the context otherwise requires, proposed plan—

(a) means a proposed plan, a variation to a proposed plan or change, or a change to a plan proposed by a local authority that has been notified under clause 5 of Schedule 1 or given limited notification under clause 5A of that schedule, but has not become operative in terms of clause 20 of that schedule; and

(b) includes—

(i) a proposed plan or a change to a plan proposed by a person under Part 2 of Schedule 1 that has been adopted by the local authority under clause 25(2)(a) of Schedule 1:

(ii) an IPI notified in accordance with section 80F(1) or (2).

(3) Subsection (1) is subject to section 86B and clause 10(5) of Schedule 1.

The table below lists the council-initiated proposed plan changes to the AUP that I consider are relevant to the Local Arterial NoRs. These plan changes relate to the Intensification Planning Instrument (IPI) and associated companion plan changes and give effect to the NPS-UD and RMA.

Plan change number	Purpose	Relevant AUP Chapters
PC 78: Intensification	This proposed plan change responds to the government’s National Policy Statement on Urban Development 2020 (amended in 2022) and requirements of the	Multiple including:

	<p>Resource Management Act. These mean the council must:</p> <ul style="list-style-type: none"> • enable more development in the city centre and at least six-storey buildings within walkable catchments from the edge of the City Centre, Metropolitan Centres and Rapid Transit Stops • enable development in and around neighbourhood, local and town centres • incorporate Medium Density Residential Standards that enable three storey housing in relevant residential zones in urban Auckland • implement qualifying matters to reduce the height and density of development required by the RMA to the extent necessary to accommodate a feature or value that means full intensification is not appropriate. 	<p>Chapter D: Overlays – Natural Resources, Natural Heritage, Historic Heritage and Special Character, Environmental Risk, National Grid, Notable Trees, Significant Ecological Areas</p> <p>Chapter H: Zones – Residential Zones, Open Space Zones, Business Zones</p> <p>Chapter I: Precincts West</p> <p>Chapter K: Designations (as it relates to being a qualifying matter)</p>
<p>PC79: Amendments to the transport provisions</p>	<p>This plan change aims to manage impacts of development on Auckland’s transport network, with a focus on pedestrian safety, accessible car parking, loading and heavy vehicle management, and catering for EV-charging and cycle parking.</p>	<p>Chapter E27 Transport: New standards and assessment criteria to address pedestrian safety, accessible car parking, loading and heavy vehicle management, and catering for EV-charging and cycle parking</p> <p>Chapter E24 Lighting: New artificial lighting standards to enhance pedestrian safety and way-finding along private accessways.</p>

PC80: RPS Well-Functioning Urban Environment, Resilience to the Effects of Climate Change and Qualifying Matters	PC 80 integrates the concepts and terms, well-functioning urban environment, urban resilience to the effects of climate change and qualifying matters, into the objectives and policies in several chapters of the Regional Policy Statement (RPS).	Chapter B Regional Policy Statement B2. Tāhuhu whakaruruhau ā-taone - Urban growth and form B7. Toitū te whenua, toitū te taiao – Natural resources B8. Toitū te taiwhenua - Coastal environment B10. Ngā tūpono ki te taiao - Environmental risk
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Plan Change 78 is relevant to the parts of the Local Arterial Network which have live urban zones, other than the FUZ.

Various sections of the requiring authority's AEE has identified Proposed Plan Change 78 as being relevant to the Local Arterial NoRs including Section 25. Property and land use. Section 25.2 states that the proposed extension and/or upgrade of each corridor will support the intensification of land, in line with the AUP in the following scenarios:

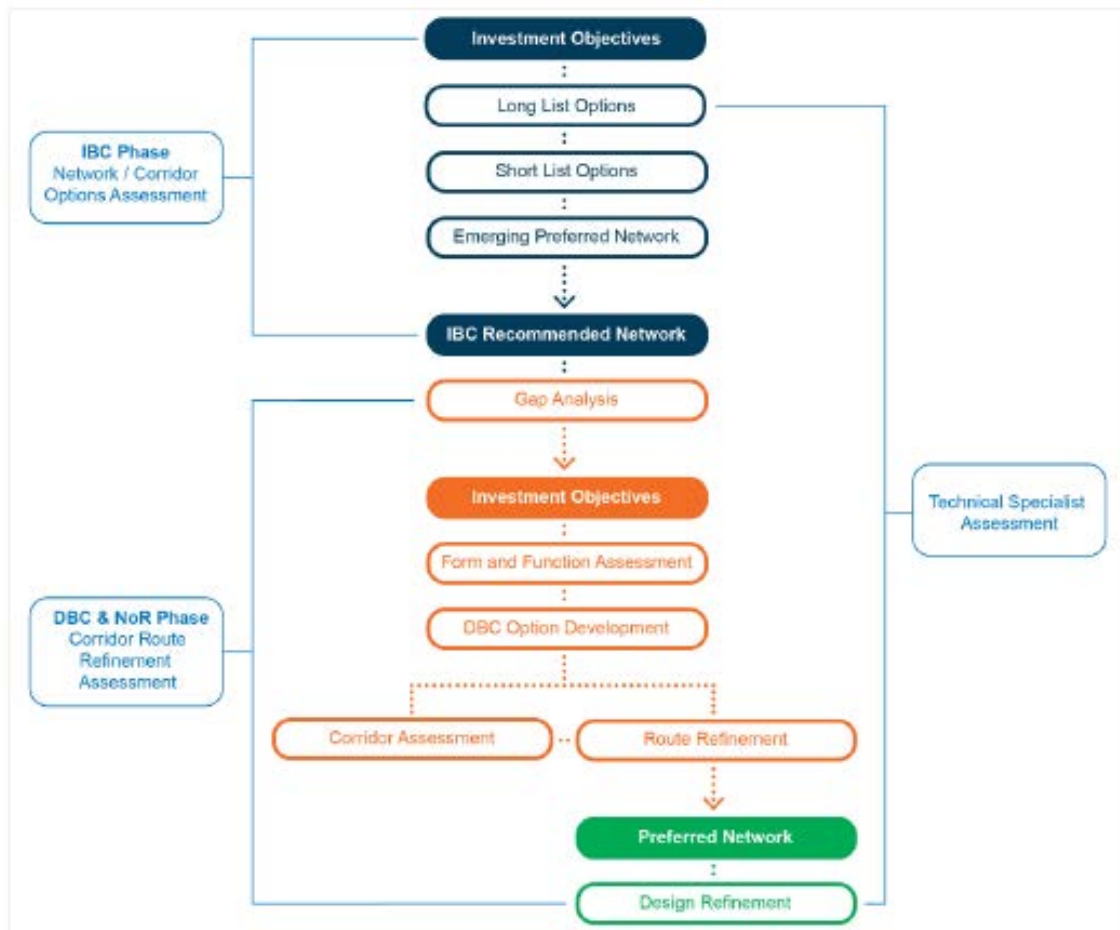
' ...

- *Redevelopment and intensification may also occur as a result of the NPS-UD, enabling greater density. Auckland Council's Plan Change 78 (Intensification), in response to the NPS-UD and Medium Density Residential Standards, is applicable to sections of Māmari Road, Brigham Creek Road, Hobsonville Road and Don Buck Road (see Section 28 for detailed NPS-UD analysis and AEE Part A for receiving environment impact)'.*

The NPS-UD has also been discussed above in sections 2.5 and 4.5.1 of this report.

4.8 Alternative sites, routes or methods – section 171(1)(b)

The requiring authority does not have an interest in all the land and the effects of the works are likely to be significant. Therefore an assessment of alternative sites, routes or methods is required. The requiring authority's assessment of alternatives is set out in Appendix A to the AEE. Figure 1-4 of Appendix A, as shown below, outlines the process undertaken through the corridor and route refinement assessment of alternatives.



Section 29.2 of the AEE states:

‘The process by which Auckland Transport has considered alternative sites, routes and methods of the transport corridors is summarised in AEE Part A, Section 7. A range of alternatives have been investigated for addressing the transport needs of the North West growth area. The process and conclusion for each corridor is documented in the Assessment of Alternatives, at Appendix A.

The preferred options are based on a comprehensive and robust optioneering process taking into account engagement feedback and specialist assessment inputs. As such it is concluded that adequate consideration has been given to alternative sites, routes and methods for undertaking the work, satisfying the requirements of section 171(1)(b) of the RMA’.

I understand that the issue is whether the requiring authority has adequately considered alternatives, and not whether the ‘best’ option has been chosen, or that all possible alternatives have been considered. Therefore, the option chosen by the requiring authority is the one that it considers meets the objectives of the requiring authority and the Project. However, the requiring authority does need to ensure that it has considered all reasonable options and has not ‘acted arbitrarily or given cursory consideration to the alternatives’⁵⁹.

⁵⁹ Waimairi District Council v Christchurch City Council C30/1982

I agree with the assessment undertaken and conclusions reached by the AEE and Assessment of Alternatives. I consider that the information supplied demonstrates that the requiring authority 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.

4.9 Reasonable necessity for work and designation – section 171(1)(c)

The requiring authority has set out its specific project objectives in the Form 18 documents and in section 29.3 of the AEE. These are listed in the AEE as follows:

- enable flexibility and ability to construct, operate and maintain the transport corridor in accordance with the proposed designations and the proposed alteration to existing designation
- enable the future works to be undertaken in a comprehensive and integrated manner
- provide certainty to landowners, the community and stakeholders through identifying in the AUP:OP the location, nature and likely extent of the transport corridors and the Requiring Authority's intended use of that land
- protect the land from incompatible development by third parties
- protect the land so that transport corridors can be implemented when required in line with growth
- enable the Requiring Authority to avoid, remedy and mitigate any adverse effects of the transport corridors.

The AEE concludes that the designations are reasonably necessary to achieve the project objectives. I agree with this assessment and conclude that the works and designations are reasonably necessary to achieve the requiring authority's objectives.

4.10 Any other matter – section 171(1)(d)

Section 171(1)(d) requires the council to have particular regard to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement. In this case the non-RMA documents are considered relevant.

The requiring authority states, in Section 29.4 of the AEE, that it considers that there are no other matters under s171(1)(d) that are reasonably necessary to make a recommendation on the NoRs.

The requiring authority has provided an assessment against a range of other legislation, central government and local government plans, strategies and policies in section 29.5 of the AEE. This includes, but is not limited to, the following:

- Auckland Plan 2050 (noting that a draft Future Development Strategy is currently out for public feedback)
- Hauraki Gulf Marine Park Act 2000
- Local Board Plans for Rodney, Upper Harbour, and Henderson-Massey
- Whenuapai Structure Plan (2016)

As stated above, I generally concur with the assessments and conclusions of the AEE on any other matter and the range of other documents listed in section 29.5 of the AEE.

However, the Heritage New Zealand Pouhere Taonga Act 2014 promotes the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. While the Project includes conditions that integrate with the process of obtaining an Archaeological Authority from NZHPT and complying with any statutory requirements of an such an authority under the HNZPT, as set out in section 4.4.6 of this report with regard to further historic assessment to be required as part of the recommended revised HHMP condition.

4.11 Designation lapse period extension – section 184(1)(c)

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).

The requiring authority has requested a 15-year lapse period for NoRs W1-W4, and RE1, and a 20-year lapse period for NoR R1. The requiring authority’s reasons for this request are stated in Section 3.1 of the AEE.

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.

Environment Court decisions on disputed designation lapse periods are noted in Table 12 below for reference purposes.

Table 12: Lapse periods noted in Environment Court decisions on designations

Case	Requiring authorities requested lapse period	Court decision lapse period
Beda Family Trust v Transit NZ	20 years	10 years
Meridian 37 Ltd v Waipa District the council	15 years	5 years
Hernon v Vector Gas Ltd	10 years	5 years
Queenstown Airport Corporation Ltd	10 years	5 years

My position on the lapse dates proposed by requiring authority is set out in section 4.4.12.4 of this report. I have considered the reasons provided by the requiring authority for the extended lapse periods and balanced them against the potential prejudicial effects to directly affected property owners.

I support the practical reasoning for the extended lapse dates in so far that:

- the extended lapse period requested tie into the expected timing for urbanisation in the FULSS, and include the anticipated construction period
- there is no certainty for the requiring authority that a request for the extension of a lapse period under section 184 would be granted.

It should be noted that in a recent recommendation on the SGA Drury NoRs, the reporting planners and the Independent Hearing Commissioners recommended a shorter lapse date of 15-years as opposed to the 20-years by the requiring authority. In that case, the requiring authority's decision confirmed the designation with the longer lapse date of 20-years.

However, as stated in section 4.4.12.4, I acknowledge that the extended lapse periods requested, along with the proposed extent of the designation creates uncertainty for directly affected property owners and the community. Therefore, my conclusion on the appropriateness of the extended lapse periods is subject to the requiring authority providing further information at the hearing to support the reasons why the extended lapse periods are required.

4.12 Part 2 of the Resource Management Act 1991

4.12.1 Section 5 of the RMA

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

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.*

An assessment under section 5 of RMA is provided by SGA in section 29.6. I generally agree with the assessment provided subject to the recommended new/amended conditions for each of the Local Arterial NoRs and the further assessment clarification sought in this report.

4.12.2 Section 6 of the RMA

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. An assessment of the Local Arterial NoRs is addressed in section 29.6.1, and Table 29-5, of the AEE (as shown below).

Part 6 Matter	Assessment
<i>the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers</i>	The proposed designations will not impact upon any existing public access to streams or the CMA. The NW Local Arterial Package has the potential to provide enhanced access to streams and the CMA in the transport corridor areas through the provision of active transport facilities and future integration with AC's proposed Blue-Green Network.
<i>the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga</i>	<p>This matter is recognised and provided for throughout the NW Local Arterial Package. Manawhenua have been actively involved throughout development of the corridors, including through alternatives assessment and identification of the preferred options. The opportunity to provide CIA's was provided and a CIA from Te Kawerau ā Makis has been considered by the Project team.</p> <p>The ongoing partnership with Manawhenua has provided an understanding and the incorporation of Manawhenua values and expression of kaitiakitanga throughout the development of the transport corridors.</p> <p>There are no sites of significance to Manawhenua, wāhi tapu, other taonga or Māori land identified under the AUP:OP within the transport corridors. The relationship of the respective iwi with the transport corridors, their ancestral lands, wāhi tapu and taonga will be recognised and provided for through the involvement of Manawhenua in developing and implementing various mitigation measures and management plans at the time of detailed design and construction.</p>
<i>the protection of historic heritage from inappropriate subdivision, use, and development</i>	The corridors within the NW Local Arterials Package will not adversely affect any recorded historic heritage sites. While the transport corridors avoid any recorded historic heritage sites, previously unrecorded deposits may potentially be exposed during construction. The potential to disturb unrecorded sites is managed by the requirement for an accidental discovery protocol and implementation of a HHMP.
<i>the protection of protected customary rights</i>	None of the transport corridors within the NW Local Arterial Package impact upon any known protected customary rights.
<i>the management of significant risks from natural hazards</i>	The NW Local Arterial Package manages risk from natural hazards during both the construction and operation phases. Measures to mitigate flood risk during construction (measures included in the CEMP proposed as a condition of the designation) and future flood risk modelling will ensure the design does not exacerbate flood risks. Additionally, the transport corridors will improve the resilience of stream crossings to flood hazard and climate change through improved freeboard and slight decreases in flood depth and velocity.

Part 6 Matter	Assessment
<i>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>This matter is most relevant to the transport corridors surrounding the Totara Creek and Rāwiri Stream and tributaries. These areas are considered to have moderate to heightened localised natural character value. Other stream and wetland environments within the NW Local Arterial Package area including Trig Stream, Sinton Stream, Pikau Stream, Waiarohia Stream and associated tributaries and floodplains have been modified by historic vegetation clearance and rural land use.</p> <p>Adverse effects on natural character values identified have largely been avoided through the alternatives assessment process. As a result, the Projects avoid significant landscape features and seek to limit physical effects on SEAs, streams and other high value landscape features within the local landscape.</p> <p>The corridors will preserve the natural character of the stream environments through reinstatement and mitigation planting at the completion of works. The Projects provide opportunities for natural character values to be improved through enhancements to landscaping.</p>
<i>the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development</i>	<p>The transport corridors in the NW Local Arterial Package avoid outstanding natural features and landscapes.</p>
<i>the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna</i>	<p>The transport corridors within the NW Local Arterial Package have sought to avoid or minimise impacts on a range of high value ecological areas including high value wetlands, streams and SEAs. This is demonstrated through the comprehensive alternatives assessment process undertaken and assessment provided in this AEE.</p> <p>Where avoidance or minimisation of effects is not practicable, measures are proposed to mitigate effects of the works. Additionally, the proposed designations have provided further opportunities to minimise any impacts within the transport corridor alignments during the detailed design.</p> <p>The proposed designation is sufficient width to enable further mitigation related to regional resource consent requirements where required.</p> <p>In considering the potential effects on areas of significant indigenous vegetation and habitats and measures proposed through the conditions, it is considered that potential effects of the NW Local Arterial Package are adequately managed.</p>

4.12.3 Section 7 of the RMA

Section 7 of the RMA sets out other matters which shall be given particular regard to. The requiring authority has assessed the Project against these matters in section 29.6.2 of the AEE. I generally agree with this assessment.

4.12.4 Section 8 of the RMA

Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account. The SGA has assessed the Project against these matters in section 29.6.3 of the AEE. I generally agree with this assessment.

5 Conclusions

Auckland Transport as the requiring authority has lodged NoRs under section 168 and 181 of the RMA for NoRs W1-W5, RE1, RE2, and R1 for Projects related to the NW Local Arterial network.

I consider that it is recommended to the requiring authority that the Local Arterial NoRs should be confirmed subject to conditions and with modifications, for the following reasons:

- the notices of requirement and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notices of requirement.
- the notices of requirement are generally consistent with the relevant AUP provisions.
- the notices of requirement are generally in accordance with Part 2 of the RMA and; 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.

6 Recommendation and conditions

6.1 Recommendation

Subject to new or contrary evidence being presented at the hearing, it is recommended that the notices of requirement be confirmed by the requiring authority, subject to the amended and additional conditions, set out in Attachment 5 to this report.

- that pursuant to section 171(3) of the RMA the reasons for the recommendation are as follows:
- the notices of requirement are consistent with Part 2 of the RMA in that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- the notices of requirement are 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 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.

6.2 Recommended conditions

The conditions set recommended by the reporting planner for NoRs W1-W5, RE1, RE2, and R1 are set out in Attachment 5 to this report.

- Attachment 1: SECTION 92 REQUESTS AND RESPONSES**
- Attachment 2: COPIES OF SUBMISSIONS AND LOCAL BOARD VIEWS**
- Attachment 3: AUCKLAND COUNCIL SPECIALIST REVIEWS**
- Attachment 4: SUMMARY OF SUBMISSIONS**
- Attachment 5: RECOMMENDED AMENDMENTS TO THE PROPOSED CONDITIONS**

ATTACHMENT 1
SECTION 92 REQUESTS AND RESPONSES

Attachment 1:

Section 92 Requests and Responses

The following is a link to the Auckland Council website for North West Local Arterial Notices of Requirement.

The link to the requests for further information, and responses, under Section 92 of the of the Resource Management Act 1991 is here:

[North West Local Arterials Network](#)

ATTACHMENT 2

SUBMISSIONS AND LOCAL BOARD VIEWS

Submissions have not been re-produced in this agenda but
can be found at:

<https://www.aucklandcouncil.govt.nz/have-your-say/hearings/find-hearing/Pages/Hearing-documents.aspx?HearingId=690>

Attachment 2

Submissions and Local Board Comments

Link to submissions is on the next page

Local Board comments

Attachment A – Upper Harbour Local Board

Attachment B – Henderson-Massey Local Board

The following is a link to the Auckland Council website for the North West Local Arterial Notices of Requirement.

The links to the submissions is here:

[Submissions - Volume Three - North West Local](#)

[Submissions - Volume Four - North West Local continued](#)

A list of submitters by name is here:

[Submitters by Name](#)

A guide for Submitters is here:

[Submitters Guide](#)

For Action

MEMO TO: Todd Elder - Planner

COPY TO:

FROM: Max Wilde - Democracy Advisor (Upper Harbour Local Board)

DATE: 23 June 2023

MEETING: Upper Harbour Local Board Meeting of 22/06/2023

Please note for your action / information the following decision arising from the meeting named above:

UH/2023/66 **Local Board views on the 19 Notice of Requirements lodged by Supporting Growth Alliance in the North West**

FILE REF CP2023/06989

AGENDA ITEM NO. 11

11 Local Board views on the 19 Notice of Requirements lodged by Supporting Growth Alliance in the North West

The Senior Policy Planer, Todd Elder, was in attendance to support the item.

Resolution number UH/2023/66

MOVED by Chairperson A Atkinson, seconded by Member K Parker:

That the Upper Harbour Local Board:

- a) **whakarite / provide the following local board feedback on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the North West, noting that the Upper Harbour Local Board is only commenting on projects in the Upper Harbour Local Board area:**
 - i) **the local board supports the aims of the Supporting Growth Alliance to enable better public and active modes of transportation, better roads and safer intersections. We do wish that in some areas this was completed prior to the already completed intensification and development**
 - ii) **the current Local Board Plan 2020 Outcome 2 is for “An efficient and accessible travel network” One objective is to ‘Improve roads and connections in Upper Harbour’. We note that these transportation projections will lead to some achievement of this outcome**
 - iii) **note that Whenuapai is currently zoned Future Urban and there is currently a Future Development Strategy consultation running which aims to provide long term guidance on how the council plans for development**

- iv) request that the Supporting Growth projects around the Whenuapai and Hobsonville area are prioritized as that is where growth is currently occurring. The local board consider that development of roading infrastructure including public and active transport should be done prior to further housing and business intensification
 - v) note that many intersections in the Whenuapai and Hobsonville area are unsafe and upgrades need to happen as soon as possible. We hear from many residents in Hobsonville, Scott Point and Whenuapai about the dangerous intersections and congestion along these key roads
 - vi) request safe crossing points at key pedestrian locations as many of the new roads are extremely wide.
 - vii) the local board acknowledges concerns raised by submitters. We therefore ask that as the project moves into detailed design that the following issues are considered:
 - A) the effect this will have on induced traffic and the need to reduce emissions
 - B) effects on individual properties
 - C) the potential that a motorway interchange in Whenuapai will not add to the liveability of the area unless driving a car.
 - viii) many areas around Whenuapai have a deficit of trees and biodiversity. While acknowledging that the New Zealand Defence Force is of strategic importance nationally and their concerns around bird strike, we request that where possible berms are planted rather than grassed. This would be in a similar manner to the recent upgrades around State Highway One near Albany as part of the Northern Corridor Alignment Project
 - ix) request that planning to upgrading the public and active transport components, and road safety components especially around intersections can be prioritized.
- b) kopou / appoint Chairperson A Atkinson to speak to the local board views at a hearing (if one is held) on the 19 Notices of Requirement if that is considered necessary by the local board.
 - c) tautapa / delegate authority to the chairperson of Upper Harbour Local Board to make a replacement appointment in the event the local board member appointed in clause b) is unable to attend the hearing (if one is held).

CARRIED

SPECIFIC ACTIONS REQUIRED:

For Action

MEMO TO: Todd Elder - Planner

COPY TO:

FROM: Laura Hopkins - Democracy Advisor

DATE: 03 July 2023

MEETING: Henderson-Massey Local Board Meeting of 20/06/2023

Please note for your action / information the following decision arising from the meeting named above:

HM/2023/80 **Local Board views on the 19 North West Notice of Requirements lodged by Supporting Growth Alliance**

FILE REF CP2023/06988

AGENDA ITEM NO. 17

17 Local Board views on the 19 North West Notice of Requirements lodged by Supporting Growth Alliance

Resolution number HM/2023/80

MOVED by Deputy Chairperson B Loader, seconded by Member O Kightley:

That the Henderson-Massey Local Board:

- a) **whakarite / provide the following feedback on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the Northwest:**
 - i) **tautoko / support the Supporting Growth Alliance (SGA) 19 transportation related Notices of Requirement (NOR) in the Northwest**
 - ii) **recognise the plans for growth in the Auckland Unitary Plan require long-term transport planning and the designations will provide route protection**
 - iii) **kohuki / consider that water quality and healthy ecosystems and wider ecological values are important in the context of Notices of Requirement (NOR) in the Northwest**
 - iv) **kohuki / consider that the aquifers in the NOR area must not be affected by planned stormwater run-off or flood attenuation, as they flow to the Upper Waitemata Harbour catchment, which is already struggling with sedimentation and pollution issues.**
- b) **kopou / appoint Brenda Brady to speak to the local board views at a hearing (if one is held) on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the North West, if that is considered necessary by the local board.**

- c) **delegate authority to the chairperson of Henderson-Massey Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the hearing (if one is held).**

CARRIED

SPECIFIC ACTIONS REQUIRED:

Kia ora Todd,

Please note for your action / information the following decision arising from the Henderson-Massey Local Board business meeting on 20 June 2023.

ATTACHMENT 3

AUCKLAND COUNCIL SPECIALIST REVIEWS

Attachment 3

Auckland Council Specialist Reviews

- 3A Transport
- 3B Noise and Vibration (to be provided separately)
- 3C Urban Design
- 3D Landscape and Visual
- 3E Stormwater and Flooding
- 3F Historic heritage and archaeology
- 3G Arboricultural – Arborist and Scheduled trees
- 3H Ecological – ecologist and lighting effects on bats
- 3I Economic

3A Transport

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

22 June 2023

To: Jo Hart, Senior Policy Planner, Plans & Places – Regional, North, West & Islands

From: Andrew Temperley, Senior Transport Planner, Traffic Planning Consultants

Subject: Supporting Growth Alliance – (NoR Package 1 – Local Arterials) – Transportation Assessment

1.0 Introduction

1.1 I have undertaken a review of the Local Arterials Notices of Requirements lodged by the Supporting Growth Alliance (SGA), on behalf of Auckland Council 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 transportation effects of commercial and residential developments and strategic growth proposals in both New Zealand and the UK. 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:

- NW Local Arterials - Assessment of Transport Effects – Whenuapai
- NW Local Arterials - Assessment of Transport Effects – Redhills Riverhead
- NW Local Arterials - Assessment of Transport Effects – Trig Road
- NW Local Arterials - Assessment of Transport Effects – Redhills Arterial Transport Network
- NW Local Arterials - Assessment of Alternatives
- NW Local Arterials - Assessment of Effects on the Environment
- NW Local Arterials - Assessment of Effects on the Environment – Redhills Arterial Transport Network
- NW Local Arterials - Assessment of Effects on the Environment – Trig Road Corridor Upgrade
- NW Local Arterials - General Arrangement Plans – Brigham Creek Rd
- NW Local Arterials - General Arrangement Plans – Mamari Rd
- NW Local Arterials - General Arrangement Plans – Trig Rd
- NW Local Arterials - General Arrangement Plans - Spedding Road

- NW Local Arterials - General Arrangement Plans – Hobsonville Road
- NW Local Arterials - General Arrangement Plans – Fred Taylor Drive
- NW Local Arterials - General Arrangement Plans – Don Buck Road
- NW Local Arterials - General Arrangement Plans – Coatesville-Riverhead HWY
- NW Local Arterials - General Arrangement Plans – Whenuapai
- NW Local Arterials - General Arrangement Plans – Redhills
- NW Local Arterials – Indicative Design & Designation Drawings – Trig Road
- NW Local Arterials – Indicative Design & Designation Drawings – Redhills

1.4 By way of summary of the detail contained within this memo, based on information provided by SGA to date, I consider that the evidence provided by SGA confirms that the future arterial road corridors are necessary to support traffic growth arising from future urban development in the area. However, I do not consider that sufficient information has been provided to guarantee that the proposed NORs will deliver a fit for purpose road network ensuring safe and efficient operation for all road users.

1.5 The lodgement of NORs individually fails to guarantee delivery of key transport outcomes which are reliant on an eventual full network being delivered. The scope of SGA's assessment of the future transportation performance of the arterial routes focusses primarily on a scenario under which a full network of arterial routes is delivered and does not assess scenarios under which some routes could be subject to heavier future traffic flows if built in the absence of other parts of the future network.

1.6 Future arterial roads within the Whenuapai area in particular include combinations of routes with an east-west or north-south traffic carrying function, which have a high interdependence on one another in order to achieve forecast future traffic flows which are premised on the full network being developed.

1.7 In order to address my concerns, I have identified a number of conditions that I have summarised at the end of my review.

2.0 Key Transportation Issues

2.1 Key transportation issues which I considered across the proposed new network of urban arterial routes included the following:

- Provision of sufficient capacity to cater for future growth, particularly at key intersections.
- Consideration of key elements of route form and physical characteristics to ensure safe performance of future road network and alleviation of any safety issues on the existing network.
- Interdependence between combinations of the future road corridors to achieve desired transport outcomes, which I have elaborated upon below.
- The ability to effectively manage construction traffic effects on the existing road network, including compliance with provisions of the AUP Transport Chapter

in relation to appropriate manoeuvring arrangements on the existing arterial road network.

- 2.2 As noted above, a key issue affecting the transportation performance and operation of individual NOR projects is the interdependence between particular combinations of NORs, with notable differences in potential future traffic levels on some routes depending on the timing of delivery of separate elements of the network. This is particularly noted to be the case for the proposed network of routes in the Whenuapai area, where all of the NOR corridors broadly follow either an east-west axis or a north-south axis in close proximity to each other.
- 2.3 As an example, the future performance of Brigham Creek Road has been assessed with daily flows of between 12,500 and 26,600 vehicles in 2048, with the full future NOR network in place. However, these forecast flows are premised in particular on the parallel running route of Spedding Road being upgraded to a two-lane urban arterial road. Without either upgrade in place, the corresponding forecast flows for Brigham Creek Road are between 21,200 and 35,200 vehicles, equating to around 9,000 extra vehicles per day without the Spedding Road upgrade.
- 2.4 The level of traffic demand on the future arterial road corridors has particular implications with regards to the designs of key intersections and the need to ensure that sufficient capacity can be provided within the Designation boundaries. As some of the future arterial road corridors do not appear to have been assessed with future traffic volumes which would represent a realistic 'worst case scenario', I have been unable to conclude that the NORs in their current form will result in acceptable transport outcomes being achieved.
- 2.5 The issues identified in paragraph 2.1 formed the basis for further information requests from SGA, as discussed further in Section 4 of this memo.

3.0 Supporting Growth Alliance Assessment

- 3.1 SGA's assessments for each of the NORs for the urban arterials package are broadly consistent with one another, considering future use by all transport users, changes to the 'place' function of key routes (e.g., transition from rural to urban), design features to ensure safety and traffic operation and capacity analyses.
- 3.2 SGA's assessment refers to the Roads and Streets Framework (RASf) for assessment of appropriate elements of route form to cater for all modes of travel whilst fulfilling appropriate 'place' and 'movement' functions identified for each of the corridors. This approach is deemed to be appropriate and acceptable.
- 3.3 While safety assessments provided in the original Assessments of Transport Effects are qualitative in nature, subsequent information requested from SGA additionally confirms pre-existing safety problems along individual corridors.
- 3.4 As confirmed in the Assessments of Transport Effects for the NORs, SGA's traffic modelling and capacity analyses have utilised the Auckland multi-modal strategic model, in conjunction with a local traffic SATURN model, as well as the strategic active model for walking and cycling (SAMM). Outputs from the SATURN model

have in turn been used as inputs to SIDRA models for individual intersections. This approach is deemed to be acceptable, utilising appropriate modelling tools for the respective strategic and local level analyses.

- 3.5 The transport conditions proposed in the NORs refer to the preparation of a Construction Traffic Management Plan (CTMP) for each of the NORs, to avoid, remedy, or mitigate the adverse construction traffic effects as far as practicable. This approach is deemed to be appropriate.

4.0 Assessment of Transportation effects and management methods

- 4.1 In reviewing SGA’s assessment of the transportation effects of the NOR corridors, a number of gaps were cited which were common to most or all of the routes. Further to reviewing additional information provided in response by SGA, I have provided my own assessment, which I have summarised below in relation to each of the information gaps.

Information Gap		TPC Assessment of SGA Response
Inconsistencies in intersection form along most of the future arterial road corridors	Most NOR corridors include variations between signal and roundabout control at consecutive intersection points and a lack of clarification as to the approach and philosophy to identifying appropriate intersection forms. Variations between signal and roundabout control along individual corridors can potentially reduce the ability to effectively manage congestion and traffic operations, including bus priority, at a corridor-wide level over the long-term.	I am satisfied with the responses provided by SGA clarifying the process for selection of intersection forms and confirming scope for changing intersection forms at a later stage.
Poor LOSs at key intersections, with no interventions or mitigation proposed	Separate correspondence with AT in relation to acceptability of low intersection Level of Service (LOS) advised that a LOS of D or below at key intersections could be deemed to be acceptable, provided that due consideration has been given towards the ability of the future corridor to cater for safe and efficient movements of public transport and freight, in instances in which	I am satisfied with the responses provided by SGA providing clarification in relation to provisions for strategic bus and freight movements where appropriate. However, intersection performance as assessed has

	these were respectively identified as key functions for individual corridors.	interdependence on the item below.
Interdependency of NOR corridors	Future performance at key intersections was limited to a single future scenario in which all NOR road projects were fully completed, without a 'Do Nothing's or 'Do Minimum' scenario to use as a reference point against which to confirm the basic need for the NORs and to fully quantify their effects. In addition, there were no scenarios which considered transportation effects associated with individual NORs getting approved in the absence of others, resulting in a worst case scenario in relation to forecast traffic levels.	Further Information provided by SGA confirms potentially higher traffic levels on some corridors in a 'Do minimum' scenario. However, the further information still does not fully assess transport effects of individual arterial corridors, including performances of key intersections, under an appropriate 'worst case scenario', thus I have been unable to conclude that acceptable transport outcomes can be achieved in the event that not all of the NORs are approved.
Assessments of safety	SGA's original assessments of safety were mostly qualitative in nature, however further information requested from SGA included a comparative analysis with current safety issues on the existing network, in order to understand the effect of the NORs upon safety.	I am satisfied that the NORs will result in positive safety outcomes.
Construction Traffic Effects	Include access and manoeuvring of heavy vehicles on arterial roads, which are not assessed in the Assessments of Transport Effects according to Auckland Unitary Plan principles and are proposed by SGA to be addressed through a Construction Traffic Management Plan (CTMP).	I am happy with the approach for construction traffic effects to be addressed through the CTMP process, subject to compliance with provisions of the AUP Transport Chapter in relation to appropriate manoeuvring arrangements on the existing arterial road network.

4.2 Information supplied in response by SGA is deemed to be acceptable in relation to most of the above items. However, in the absence of 'Do minimum' scenarios, which consider the progression of individual NORs which have a high interdependence on parallel running corridors within the Arterials Package, I consider that insufficient information has been provided by SGA to confirm a 'worst case' traffic scenario.

5.0 Submissions

5.1 Following notification of the NORs on 23 March 2023, the period for submissions closed on 21 April 2023. A total of 285 submissions were received across the twelve NORs, summarised as follows:

NoR	No. of submissions	Submissions including Transportation comments
NoR W1: Trig Road North	21	10 (48%)
NoR W2: Mamari Road	16	7 (44%)
NoR W3: Brigham Creek Road	21	11 (52%)
NoR W4: Spedding Road	17	11 (65%)
NoR W5: Hobsonville Road	61	38 (62%)
NoR R1: Coatesville-Riverhead Highway	29	17 (59%)
NOR RE1: Don Buck Road	25	10 (40%)
NOR RE2: Fred Taylor Drive	20	6 (30%)
HIFTR: Trig Road (South)	16	9 (56%)
NOR 1: Redhills North-South Arterial	20	7 (35%)
NOR 2a: Redhills East-West Arterial – Dunlop Road	12	3 (25%)
NOR 2b: Redhills East-West Arterial – Baker Lane	15	5 (33%)
NOR 2c: Redhills East-West Arterial – Nixon	12	4 (33%)
Total	285	138 (48%)

5.2 The following sub-sections summarise the most common transportation related comments raised for each individual NOR in turn, along with my comments.

NoR W1: Trig Road North

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property during construction phase	5
Maintain vehicle access to property upon completion	4

Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	4
Preference for crossroads intersection form between Trig Road / Hobsonville Road / Luckens Road	1
Concern over construction traffic effects impacting upon the future school	1
Opposition to making Trig Road a Limited Access Road, to ensure local access is retained	1
Proposed NOR route not appropriate	1

5.3 **Transport Issue: Maintain vehicle access to property during construction phase**

Maintaining vehicle access to property will be a requirement for a prospective Construction Traffic Management Plan (CTMP), as noted in Supporting Growth's Assessment of Transport Effects (ATE) for North West Whenuapai:

During the time of construction, there will be temporary traffic management controls such as temporary concrete or steel barriers. Existing driveways that remain during construction will be required to have temporary access provision. It is anticipated that the contractor should undertake a property specific assessment of any affected driveways and provide temporary access arrangements if required. The temporary access should ensure the ability for residents to safely access and exit the property. These requirements should be captured in the CTMP or SSTMP, if required. It is noted that significant land use change is expected along these key arterials [...]. As such, confirmation of traffic management controls will be required immediately prior to works to reflect the land use considerations at that time.

5.4 **Transport Issue: Maintain vehicle access to property upon completion**

As noted in the ATE for North West Whenuapai, the adopted design philosophy is to maintain driveway access where practicable and minimise impacting land for access purposes other than where necessary to re-instate driveways. No change to access for any existing properties on Trig Road, Mamari Road or Brigham Creek Road have been identified and no operational effects on egress and access to retained driveways have been identified.

5.5 **Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network**

Others of the NORs for future strategic arterial routes within the Whenuapai area include upgrades to Brigham Creek Road, Spedding Road and Hobsonville Road, of which the latter two in particular provide enhanced strategic connectivity to the metropolitan centre of Westgate.

Submitters additionally raised questions in relation to progress on other future transport projects in the area, including the proposed extension to Northside Drive and connections between State Highways 16 and 18. The proposal for new connections between SH16 and SH18 is a future Waka Kotahi project that is currently unfunded, which is expected to include the completion of the Northside Drive connection crossing SH16, with the provision of south-facing ramps onto

SH16. At the time of writing, no timeframe is available for the delivery of these new roading connections, however, their future delivery is not impacted by the proposed new strategic arterial road network serving the Whenuapai area.

5.6 *Transport Issue: Preference for crossroads intersection form between Trig Road [realigned to east] / Hobsonville Road / Luckens Road*

Previous work undertaken has given consideration to an alternative proposal to provide a crossroads arrangement between Trig Road / Hobsonville Road / Luckens Road, which would be achieved through an easterly off-line realignment of the southernmost end of Trig Road. However, this option was discarded in favour of on-line widening, due to substantial earthworks required, the need for stream crossings and its large footprint on Greenfield land.

5.7 *Transport Issue: Concern over construction traffic effects impacting upon the future school*

The site of the future school at 13 – 15 Trig Road was identified in the ATE for the Whenuapai arterials as requiring further consideration during the development of a prospective CTMP.

The Ministry of Education has submitted that the construction-related effects on these schools need to be appropriately addressed and managed by means of a CTMP and highlights particular concerns in relation to the impact of heavy vehicles. The Ministry of Education submission requests a more specific requirement for the CTMP to include:

- How heavy vehicles will avoid travelling along Trig Road, between SH16 and Hobsonville Road, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm), during term time. Engagement should be undertaken with each school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these new schools at their peak pick up and drop off time.
- Details of consultation (including outcomes agreed) with the applicant and Trig Road School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
- Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.

I support these proposed additions to the CTMP conditions.

5.8 Transport Issue: Opposition to making Trig Road a Limited Access Road, to ensure local access is retained

As confirmed in the ATE for North West Whenuapai, all of the new future arterial road corridors are expected to be subject to Limited Access Road status. As identified under para. 5.4, local access to existing property on Trig Road is to be maintained as part of the upgrade.

5.9 Transport Issue: Proposed NOR route not appropriate [with regard to site access opposite intersection of Trig Road / Spedding Road]

The submission in question raises concern in relation to access to #49 Trig Road, which would become more constrained as a result of the two NoRs for Trig Road and Spedding Road respectively.

While modifications to site access and parking arrangements will be examined on a case by case basis during the Outline Plan of Works (OPW) phase, it is understood that alternative access options are available for access to #49 Trig Road via alternative existing Rights of Way (subject to confirmation of legal entitlements), without requiring significant changes to the proposed NoR alignments for Trig Road and Spedding Road.,

NoR W2: Mamari Road

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property during construction phase	1
Maintain vehicle access to property upon completion	3
Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	2
Need to enable local connections to site located at intersection of Mamari Road / Brigham Creek Road from both arterial roads	1
Direct consultation with effected parties regarding provision of alternative access	1

5.10 Transport Issue: Maintain vehicle access to property during construction phase

See comments under para 5.3.

5.11 Transport Issue: Maintain vehicle access to property upon completion

See comments under para 5.4.

As noted in the ATE for North West Whenuapai, Timitanga Community School has been identified as a particular location to which access may potentially become constrained both during and after the construction phase. Access to the school can be maintained and has been provided for with the designation. It is noted that particular consideration to access during construction will need to be provided prior to construction as part of the recommended CTMP.

5.12 Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network

See comments under para 5.5.

5.13 Transport Issue: Need to enable local connections to site located at intersection of Mamari Road / Brigham Creek Road from both arterial roads

While the new arterial road will be subject to Limited Access Road status, thus limiting the number of access points to individual sites, site access provision to individual sites will be considered on a case by case basis during the Outline Plan of Works phase.

5.14 Transport Issue: Direct consultation with effected parties regarding provision of alternative access

In instances where designation land-take is expected to affect property access, direct consultation with affected landowners will be undertaken during the Outline Plan of Works (OPW) phase accordingly. Any required changes to access arrangements should be designed to comply with appropriate requirements of the Auckland Unitary Plan Transport Chapter.

NoR W3: Brigham Creek Road

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property during construction phase	4
Maintain vehicle access to property upon completion	3
Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	2
Heavily trafficked roads result in no provision of active mode facilities	1
Alternative proposal of widening of Brigham Creek Road on the opposite side of the carriageway	1
Providing connection to the site from Brigham Creek Road and Mamari Road.	1
Direct consultation with effected parties regarding provision of alternative access to property, where this is necessary	1

5.15 Transport Issue: Maintain vehicle access to property during construction phase

See comments under para 5.3.

The ATE for North West Whenuapai notes the particular need to consider access and safety in relation to construction traffic effects and heavy vehicle movements, in the vicinity of Whenuapai School and Whenuapai Kindergarten, which will be considered as part of a prospective CTMP.

- 5.16 **Transport Issue: Maintain vehicle access to property upon completion**
See comments under para 5.4.

- 5.17 **Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network**
See comments under para 5.5.

- 5.18 **Transport Issue: Heavily trafficked roads result in no provision of active mode facilities**

The proposed Brigham Creek Road upgrade will include facilities for active mode users commensurate with demand and with an increasingly urbanised environment.

- 5.19 **Transport Issue: Alternative proposal of widening of Brigham Creek Road on the opposite side of the carriageway**

The submission in question refers to encroachment of the proposed widening to the south of the road boundary towards the easternmost end of Brigham Creek Road.

Previous work undertaken in relation to options and alternatives for the widening of Brigham Creek Road considered options for widening Brigham Creek Road on both sides, to the north only and to the south only. The preferred approach varied according to specific segments of Brigham Creek Road and particular constraints identified on each one.

While widening on both sides was highlighted as the preferred option along the western sections of Brigham Creek Road, on account of requiring the least overall demand for property acquisition, the preferred option towards the eastern end was a hybrid of widening to the north and south.

The preferred alignment in the vicinity of the submitter's site is influenced by the location of the proposed new signalised intersection with Hobsonville Road, which has been located to ease turning movements between Brigham Creek Road and Hobsonville Road and to avoid conflict with turning movements into and out of Williams Road. The existing location of the interchange with SH18 immediately to the northwest poses a further constraint to options for significantly moving the existing road layout.

Given the combination of the above constraints, the route of the Brigham Creek Road upgrade in the vicinity of the submitter's site as proposed is considered to be appropriate. A relocation of this road layout to the north to avoid the submitter's site would be likely to compromise the ability to achieve a safe and efficient road layout in this location.

- 5.20 **Transport Issue: Providing connection to the site [on the corner of Brigham Creek Road / Mamari Road] from Brigham Creek Road and Mamari Road**
See comments under para 5.13.

- 5.21 **Transport Issue: Direct consultation with effected parties regarding provision of alternate access to property, where this is necessary**
See comments under para 5.15.

NoR W4: Spedding Road

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property during construction phase	7
Maintain vehicle access to property upon completion	3
Concern over construction traffic effects, and particularly heavy vehicle movements, in the vicinity of [Hobsonville] school	1
Proposed NOR route not appropriate	1
Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	1
Direct consultation with effected parties regarding provision of alternative access to property, where this is necessary	1

- 5.22 **Transport Issue: Maintain vehicle access to property during construction phase**
See comments under para 5.3.

- 5.23 **Transport Issue: Maintain vehicle access to property upon completion**
As noted in the ATE for North West Whenuapai, the adopted design philosophy is to maintain driveway access where practicable and minimise impacting land for access purposes other than where necessary to re-instate driveways.

The ATE makes particular note that the intersection of Spedding Road and Fred Taylor Drive impacts on the access to several properties within proximity to the intersection, however it confirms that relocated site accesses can be accommodated within the proposed designation boundary.

In the case of designated properties fronting Spedding Road, where changes to access arrangements may be required, arrangements should be designed to comply with appropriate requirements of the Auckland Unitary Plan Transport Chapter.

- 5.24 **Transport Issue: Concern over construction traffic effects, and particularly heavy vehicle movements, in the vicinity of [Hobsonville] school**
See comments under para 5.35.

- 5.25 **Transport Issue: Proposed NOR route not appropriate [with regard to site access opposite intersection of Trig Road / Spedding Road]**

See comments under para 5.9.

5.26 Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network

See comments under para 5.5.

5.27 Transport Issue: Direct consultation with effected parties regarding provision of alternate access to property, where this is necessary

See comments under para 5.14.

NoR W5: Hobsonville Road

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property during construction phase	6
Maintain vehicle access to property upon completion	7
Adverse effects on on-site parking as a result of NOR / Designation land-take	7
Concern over encroachment of public infrastructure over property boundary	5
Requested provisions for a prospective CTMP	4
Consider alternative routes for trucks, e.g., through industrial areas or provision of new motorway ramps	4
Support for Cycle lanes / Bus lanes	3
Concern over construction traffic effects, and particularly heavy vehicle movements, in the vicinity of Hobsonville School	2
Prioritising the upgrade of Hobsonville Road/ Brigham Creek Road intersection, due to poor safety record	2
Proposal to put a roundabout rather than a traffic lights and pedestrian crossing near Fruit World	2
Decline the NoR outright / No funding for project and no clear timeline	2
Concern over scope of traffic assessment	1
Make the road for residents only and exclude heavy vehicles	1
Implement Cycle lanes on parallel local roads, not on Hobsonville Road	1
Opposition to Bus stop outside 299-301 Hobsonville Road due to taking up on-street parking space / Widen Hobsonville Road on the opposite side of the carriageway	1
Alternative option to avoid affecting residential properties on Hobsonville Road: Extend Westpoint Drive as an alternative East-West link	1
The intersection of Hobsonville Road / Brigham Creek Road would be best served by a large roundabout	1

Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	1
Direct consultation with effected parties regarding provision of alternative access to property, where this is necessary	1

5.28 *Transport Issue: Maintain vehicle access to property during construction phase*

See comments under para 5.3.

5.29 *Transport Issue: Maintain vehicle access to property upon completion*

As noted in the ATE for North West Whenuapai, the adopted design philosophy is to maintain driveway access where practicable and minimise impacting land for access purposes other than where necessary to re-instate driveways. Given the current level of urban development along the Hobsonville Road corridor and existing access, berm space has been rationalised at some points to maintain access and limit property impacts.

Several existing properties have been identified for which it is not possible to implement a replacement driveway, primarily due to changes to road levels and incursion of the corridor into the front of properties, namely nos. 44, 46a, 48, 50, 94 and 179a Hobsonville Road. These properties have therefore been included within the designation boundary.

In the case of designated properties fronting Hobsonville Road, where changes to access arrangements may be required, arrangements should be designed to comply with appropriate requirements of the Auckland Unitary Plan Transport Chapter.

5.30 *Transport Issue: Adverse effects on on-site parking as a result of NOR / Designation land-take*

7 Submitters raised concerns in relation to the extents of the designation land take resulting in the potential loss of on-site parking to varying degrees, mostly from commercial and retail premises.

While the ATE for North West Whenuapai affirms the general philosophy to retain access to individual sites where possible, it does not discuss an approach to loss or relocation of on-site parking, where this may be affected by designation land take.

The Supporting Growth Alliance has provided more information on the management of parking effects in the document “North West Strategic Section 92 Response – Parking Matters” (27 March 2023). The response acknowledges that removal of parking that has been required as a condition of a previous resource consent may require a variation to the existing resource consent, but that “this process sits separately to the Notices of Requirement and will be undertaken at an appropriate future point.”

While I support assessment of changes to on-site parking provisions lying outside the NoR process and acknowledge that minimum parking requirements

for land-use activities have been removed from the Auckland Unitary Plan Transport Chapter, as a result of the National Policy Statement for Urban Development, a number of Unitary Plan policy objective still apply. These are outlined below and I recommend that these should form the basis for assessment of variations to pre-consented parking provisions.

E27.2

(3) Parking and loading supports urban growth and the quality compact urban form

(4) The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone.

E27.3

Parking

(3) Manage the number, location and type of parking and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following:

(a) the safe, efficient and effective operation of the transport network;

(b) the use of more sustainable transport options including public transport, cycling and walking;

(c) the functional and operational requirements of activities;

(d) the efficient use of land;

(e) the recognition of different activities having different trip characteristics; and

(f) the efficient use of on-street parking.

5.31 ***Transport Issue: Concern over encroachment of public infrastructure over property boundary***

Five submitters raised concerns in relation to encroachment of the improvement proposals along Hobsonville Road into property boundaries, with three expressing particular concern of instances where entire properties are to be acquired. As noted under paragraph 5.29, this outcome has only been deemed to be appropriate in instances where alternative suitable access and on-site parking arrangements cannot be provided on a given site.

As noted under paragraph 5.40, alternative options considered for improving or relieving Hobsonville Road offline of its existing alignment were found to be ineffective in performing a comparable strategic function, commensurate with the arterial road status of Hobsonville Road.

Based on increasing traffic volumes using Hobsonville Road, desired transport and safety outcomes for the Hobsonville Road corridor cannot be achieved within the existing road reserve or by means of an off-line alignment.

The on-line improvements proposed under the NoR are thus considered to be most appropriate option for delivering the desired transport outcomes.

5.32 ***Transport Issue: Requested provisions for a prospective CTMP***

Four submitters, all representing commercial and retail activities along Hobsonville Road, confirmed their support towards a Construction Traffic Management Plan (CTMP) and requested the following specific provisions for a prospective CTMP:

- i. *Condition 15 – Construction Traffic Management Plan. In Condition 15(b)(iii) add the words “and care centres” so that the sub-part reads:
 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 and care centres or to manage traffic congestion
 b) In condition 15(b)(vi) delete the words “where practicable”.*
- ii. *Request from landholder of holdings bounded by State Highway 16, State Highway 18, Trig Road and Hobsonville Road, for a site specific Construction Management Plan, which is:*
 - o *Prepared by the requiring authority in consultation with the Submitter;*
 - o *Provided to Council, along with details of the Submitter’s observations and comments on the plan, if any; and*
 - o *Approved by the Council.*
- iii. *Engagement/consultation with submitter for Construction Traffic Management Plan and in regard to cycleway traffic and pedestrian flow.*
- iv. *Additionally, the submitter seeks that not less than 6 months or more consultation is undertaken with the owner for the Construction Traffic Management Plan (CTMP) and that works are practically complete before the annual peak seasonal shopping period. Further engagement is sought concerning cycleway traffic and pedestrian flow connecting with 124 Hobsonville Road.*
- v. *Support based on the following relief: c) apply conditions which impose i) no long term effects on the existing vehicle access; ii) minimise adverse effects of construction on the access to the site; iii) ensure there is sufficient road capacity on the weekends; iv) produce a CTMP applying to the road network around the site [refer to submission for full wording of relief sought].*

I support the condition amendments proposed under item i of the above. However, with regard to the proposed alterations under items ii to v, I consider that the existing provisions within the Designation Conditions in relation to CTMPs are already adequate to address the submitter concerns in question. This includes:

Item (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).

I consider the above provision to be sufficient and appropriate in scope to cater for engagement with affected landowners bordering the NoR. I would consider the requested 6-month notice period prior to the start of works under item iv to be unreasonable, and that one month would constitute a realistic and reasonable timeframe.

5.33 **Transport Issue: Consider alternative routes for trucks, e.g. through industrial areas or provision of new motorway ramps**

As an existing arterial road, Hobsonville Road has a strategic function to cater for through traffic movements, which includes freight traffic movements between key locations.

As noted under paragraph 5.40, alternative parallel running corridors to Hobsonville Road that were previously considered were found to not fulfil a comparable strategic arterial road function within the local network, with traffic modelling concluding that these alternative routes would in practice fulfil a collector road function.

Hobsonville Road is thus expected to retain its existing function as an arterial road, including its existing freight-carrying function, however new adjoining local and collector routes such as Westpoint Drive are expected improve connectivity for freight movements, providing more localised access to specific commercial sites. In addition, existing motorway interchanges are considered to already offer good levels of connectivity to the motorway network, via Hobsonville Road, Trig Road and Brigham Creek Road.

Additional motorway ramps are not deemed to be warranted, as the proximity of the aforementioned existing motorway interchanges to one another is already less than the recommended minimum separation distance of 2km within an urban area (Austroads Guide to Road Design Part 4C).

5.34 **Transport Issue: Support for Cycle & Bus Lanes**

Three Submitters supported the proposed cycle lanes and bus lanes, to mitigate against hazards associated with buses and heavy vehicles.

5.35 **Transport Issue: Concern over construction traffic effects, and particularly heavy vehicle movements, in the vicinity of Hobsonville school**

See comments under para 5.3.

The ATE for North West Whenuapai notes the particular need to consider access and safety in relation to construction traffic effects and heavy vehicle movements, in the vicinity of Hobsonville School, which will be considered as part of a prospective CTMP.

The Ministry of Education has submitted that the construction-related effects on Hobsonville School and Hobsonville Point Secondary School need to be appropriately addressed and managed by means of a CTMP and highlights particular concerns in relation to the impact of heavy vehicles.

The Applicant's proposed CTMP conditions include a requirement that the CTMP include "*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.*" The Ministry of Education submission requests a more specific requirement for the CTMP to include:

- a. How heavy vehicles will avoid travelling past the schools during before-school and after-school travel times, during term time. Engagement should be

undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be ~~engaged~~ consulted. Heavy vehicle movements must also avoid these schools at their peak before-school and after-school travel times [refer to submission for table with schools and restricted times].

- b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- c. Details of consultation (including outcomes agreed) with the applicant and Hobsonville School and Hobsonville Point Secondary School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
- d. Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.
- e. A designation condition is included that the construction area outside Hobsonville School must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments.

I support these proposed additions to the CTMP conditions, subject to the highlighted change to item a (replacement of 'engaged' with 'consulted').

The Ministry of Education additionally requests the following additions to the conditions for the Stakeholder and Communication and Engagement Management Plan (SCEMP), to achieve the objective of identifying how the public and stakeholders will be engaged and communicated with throughout the construction works:

(iv) methods for engaging with Hobsonville School. The School must be contacted ten working days prior to the start of any construction within 100m of the school boundary.

[(v) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged] and communicated with;

I consider that the above requests are consistent with the intent of the SCEMP, and agree with them being added as a requirement of the SCEMP, with the following suggested amendment to item (iv):

The School must be contacted at least ten working days prior to the start of any construction within 100m of the school boundary

5.36 *Transport Issue: Prioritising the upgrade of Hobsonville Road/ Brigham Creek Road intersection, due to poor safety record*

The proposed improvements enabled by the NoRs have been assessed primarily on the basis of their ability to enable growth, as opposed to addressing pre-existing safety issues. The delivery of improvements at individual intersections and specific locations in isolation to wider corridor improvements would require a separate assessment and investigation by Auckland Transport as the Road Controlling Authority, in the event that they confirm a safety concern at this location.

5.37 *Transport Issue: Proposal to put a roundabout rather than a traffic lights and pedestrian crossing near Fruit World*

Signals are currently proposed at all key intersections across the future arterial road network in the immediate vicinity, which includes the replacement of some roundabouts with signals.

It is not considered appropriate nor in accordance with good practice to vary intersection forms between signals and roundabouts in close proximity to one another, due to adverse operational issues which may ensue from tailbacks from signals affecting roundabout circulation.

Signals are considered to be the most appropriate form of control for all major intersections, to best provide opportunity to manage and coordinate heavy traffic flows at a network-wide level, as well as providing opportunity for controlled crossing facilities for active mode users and priority measures for public transport.

5.38 *Transport Issue: Decline the NoR outright / No funding for project and no clear timeline*

Designating the NoRs at this stage, in advance of commitments towards funding and staging, is still deemed to be appropriate, as it protects the corridors from future planning and development proposals, which may otherwise encroach into the corridors. This in turn may prevent desired transport outcomes from being achieved in the future and limit the scope of future development that can be accommodated within the wider sub-region.

5.39 *Transport Issue: Concern over scope of Traffic Assessment*

The submitter concern in question related to the network around Don Buck Road / Fred Taylor Drive not having been assessed at a weekend, which they considered to be the busiest period.

Based on a comparison of recent traffic count data available from AT, while weekend traffic flows on Don Buck Road and Fred Taylor Drive are noted to be similar in magnitude to weekday flows, weekday flows are noted to be higher overall and thus considered more appropriate as a basis for traffic modelling assessments.

5.40 *Transport Issue: Make the road for residents only and exclude heavy vehicles*

As an existing arterial road between Westgate, SH16 and Hobsonville, Hobsonville Road provides strategic connectivity with key retail, commercial and residential areas, which require access by heavy vehicles and strategic public transport connectivity. While previous work considered alternative options for new alignments off-line to the existing alignment of Hobsonville Road, these were found to not be capable of fulfilling a comparable strategic function to the existing corridor of Hobsonville Road.

While parallel running roads such as Westpoint Drive cater for heavy vehicle access to newly developed commercial areas adjoining Hobsonville Road, their function is that of a collector / local access road as distinct from the strategic function for through traffic movements that Hobsonville Road will continue to provide.

5.41 *Transport Issue: Implement Cycle lanes on parallel local roads, not on Hobsonville Road*

While some parallel running roads to Hobsonville Road may provide quieter alternatives for cyclists and more localised access to and from particular locations, the inclusion of cycle lanes on Hobsonville Road itself is still considered to be appropriate. As noted under the above paragraph, the existing route of Hobsonville Road is expected to continue to function as a strategic arterial route. Its future form as an arterial road needs to be fit for purpose for all road users.

5.42 *Transport Issue: Opposition to Bus stop outside 299-301 Hobsonville Road due to taking up on-street parking space / Widen Hobsonville Road on the opposite side of the carriageway*

Provision for public transport is an important element of the NoR project and a bus stop in this location would be strategically located adjacent to a key intersection, which provides access to catchment area surrounding the bus stop. The submitter's request appears to in fact be consistent with the proposed approach to widen Hobsonville Road over the 'Segment 3' section, which is to widen to the north and hold the southern edge.

5.43 *Transport Issue: Alternative option to avoid affecting residential properties on Hobsonville Road: Extend Westpoint Drive as an alternative East-West link*

While Westpoint Drive is being extended in phases, in line with the progression of commercial development to the north of Hobsonville Road, it is classified as a local road and its function is to provide local access to new commercial development in this area. As a local road, the form of Westgate Drive is not designed for use by heavy through traffic movements, with a generally narrower alignment and more frequent local access points than the arterial road environment of Hobsonville Road.

The use of Westpoint Drive for through traffic movements, in the event of it being extended as far West as Trig Road, could result in adverse traffic effects, such

as reduced efficiency and safety resulting from conflicts between through traffic movements and local turning manoeuvres.

While the provision of footways along Westpoint Drive would provide an alternative east-west route for active mode users, the planned improvements to Hobsonville Road are considered appropriate to reaffirm its existing function as a strategic arterial intra-regional link between Westgate, SH16 and Hobsonville.

5.44 *Transport Issue: The intersection of Hobsonville Road / Brigham Creek Road would be best served by a large roundabout*

Discussion took place with SGA during review of the NoRs in relation to the approach and philosophy towards intersection forms along the upgraded corridors. While the NoR generally allows for flexibility to be able to accommodate roundabouts or signals at most key intersection locations, one factor influencing the choice of intersection form is achieving consistency in intersection form along individual corridors. Roundabouts and signalised intersections located in close proximity to one another can sometimes result in operational issues, resulting from tailbacks from signals adversely affecting the performance of a roundabout.

While the intersection of Hobsonville Road / Brigham Creek Road lies in close proximity to adjacent roundabout and signalised intersections, the proposed signalised intersection layout was found to perform without adversely impacting the operation of adjacent roundabouts.

5.45 *Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network*

See comments under para 5.5.

5.46 *Transport Issue: Direct consultation with effected parties regarding provision of alternate access to property, where this is necessary*

See comments under para 5.15.

NoR R1: Coatesville-Riverhead Highway

Transportation Issue Raised	No. Respondents
Opposition or proposed changes to Coatesville-Riverhead Highway / Old Railway Road roundabout	7
Reject the NOR in favour of prioritising upgrades to the adjoining section of SH16	6
Maintain vehicle access to property upon completion	3
Requested condition for direct consultation with affected parties in instances when changes to site access are required	1
Maintain vehicle access to property during construction phase	1
Improve Public Transport in the area	2

Provide Walking & Cycling lanes along Coatesville-Riverhead Highway in lieu of roadway widening	2
Opposition to walking and cycling provisions, due to currently unpleasant environment for active mode users	2
Opposition to NoR, as more roads will not solve Auckland's traffic issues	1
Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	1

5.47 Transport Issue: Opposition or proposed changes to Coatesville-Riverhead Highway / Old Railway Road roundabout

Submitter responses raised the following comments in opposition to the proposed roundabout at this location:

- Outright opposition to roundabout
- Preference for a signalised intersection or left-turn only access, over a roundabout
- Concern that a roundabout affords too much priority to traffic travelling from Kumeu
- Preference to increase the number of lanes in the southbound direction
- Concern over conflict with entry to Huapai Golf Club
- Design not consistent with compact urban design principles, and does not cater safely for pedestrians and cyclists

The proposed roundabout at this location is considered an appropriate form of intersection control, based on the expected future levels of traffic on Old Railway Road relative to those on Coatesville-Riverhead Highway. A priority intersection at this location would be likely to experience significant levels of queueing resulting from demand for turning movements, while a signalised intersection form would not be consistent with key intersection forms to the north and south on Coatesville-Riverhead Highway, which are similarly planned to be roundabouts.

5.48 Transport Issue: Reject the NOR in favour of prioritising upgrades to the adjoining section of SH16

The adjoining Section of State Highway 16 is due to benefit from other proposed roading provisions to be delivered through a concurrent NOR for an Alternative State Highway Alignment (ASH) for State Highway 16 between Brigham Creek Road and Waimauku. The new motorway standard alignment to be provided to the south of the existing route of State Highway 16 will provide significant traffic relief to the existing route adjoining Coatesville-Riverhead Highway.

In addition, a new roundabout is currently planned at the intersection of SH16 / Coatesville-Riverhead Highway, as part of a package of safety improvements planned by Waka Kotahi.

These improvements are expected to achieve the transport outcomes sought by the submitters in question and do not conflict with concurrent improvements planned along the Coatesville-Riverhead Highway.

5.49 Transport Issue: Maintain vehicle access to property upon completion

As noted in the ATE for North West Redhills and Riverhead, the adopted design philosophy is to maintain existing driveway access where practicable and minimise impacting land for access purposes other than where necessary.

Any required modifications to site access provisions will be reviewed on a case by case basis during the OPW phase and will be required to comply with relevant requirements of the Auckland Unitary Plan Transport Chapter.

5.50 Transport Issue: Maintain vehicle access to property during construction phase

Maintaining vehicle access to property will be a requirement for a prospective Construction Traffic Management Plan (CTMP), as noted in Supporting Growth's Assessment of Transport Effects (ATE) for North West Whenuapai:

During the time of construction, there will be temporary traffic management controls such as temporary concrete or steel barriers. Existing driveways that remain during construction will be required to have temporary access provision. It is anticipated that the contractor should undertake a property specific assessment of any affected driveways and provide temporary access arrangements if required. The temporary access should ensure the ability for residents to safely access and exit the property. These requirements should be captured in the CTMP or SSTMP, if required.

ATE identifies the site of 1229 Coatesville Riverhead Highway as a particular site for consideration during the construction phase, with regards to potential for access constraints during the construction phase. None of the sites currently occupied by the submitters in question have been identified as falling into this category.

5.51 Transport Issue: Improve Public Transport in the area

The improvements delivered under the NoR allow for more efficient bus services along this corridor, while increased urbanisation in the area is expected to contribute towards more reliable patronage to sustain public transport services.

5.52 Transport Issue: Provide Walking & Cycling lanes along Coatesville-Riverhead Highway in lieu of roadway widening

The proposed NoR Road layout includes a widened vehicle roadway commensurate with AT Transport Design Manual Standards for a two-lane urban arterial route. It also includes facilities for a walking and cycling route along one side between SH16 and South Road and along both sides between South Road and Riverhead Road, although the designation allows for some flexibility to potentially provide walking and cycling routes on both sides, if deemed appropriate.

Overall, it is considered that the NoR designation allows for all transport modes to be appropriately catered for, in line with expected levels of demand expected within the future urban environment.

5.53 Transport Issue: Opposition to walking and cycling provisions, due to currently unpleasant environment for active mode users

Provisions for travel by active mode users is considered to be an important element of the future network serving an increasingly urbanised environment in this area. Travel by active modes within this area is expected to become more attractive as increased urbanisation takes place and traffic speed limits are reduced, commensurate with the change in environment.

As noted above, the walking and cycling provisions allowed for in the NoR designation are consistent with AT's Transport Design Manual standards and are considered to be appropriate.

5.54 Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network

See comments under para 5.5.

5.55 Transport Issue: Requested condition for direct consultation with affected parties in instances when changes to site access are required

See comments under para 5.14.

NoR RE1: Don Buck Road

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property and manage traffic effects during construction phase	4
Future proposals need to focus on connectivity to Westgate town centre area	2
Maintain vehicle access to property and / or on-site parking upon completion	2
Provision of more efficient Public Transport	1
Ensure that adverse construction related effects are appropriately avoided, remedied or mitigated	1
Not supportive of cycle lanes	1

5.56 Transport Issue: Transport Issue: Maintain vehicle access to property and manage traffic effects during construction phase

As noted in the ATE for Redhills and Riverhead, the adopted design philosophy is to maintain driveway access where practicable and minimise impacting land other than where necessary. Berm space along Don Buck Road is to be rationalised at key locations to maintain access and limit property impacts.

ATE identifies the sites of St Paul's Primary School and Massey Leisure Centre as a particular site for consideration during the construction phase, with regards to potential for access constraints during the construction phase.

5.57 Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area

See comments under para 5.5.

5.58 Transport Issue: Maintain vehicle access to property and / or on-site parking upon completion

See comments under para 5.49.

There are several existing properties where it has been identified that a replacement driveway will not be possible to implement with the project in place, primarily due to changes to road levels and incursion of the corridor into the front of properties. These properties, namely 453, 455 and 457 Don Buck Road, have hence been included within the proposed designation boundary.

5.59 Transport Issue: Provision of more efficient Public Transport

See comments under para 5.55.

5.60 Transport Issue: Ensure that adverse construction related effects are appropriately avoided, remedied or mitigated

As noted in Supporting Growth's Assessment of Transport Effects (ATE) for North West, CTMPs will be implemented to appropriately manage adverse transport effects resulting from construction, including identification of appropriate mitigation measures.

5.61 Transport Issue: Not supportive of cycle lanes

While the submitter in question does not elaborate on their opposition to cycle lanes on Don Buck Road, the upgraded arterial road corridors need to be fit for purpose for all road users. In the current absence of alternative parallel running routes in immediate proximity to Don Buck Road which provide comparable connectivity to Don Buck Road, it is expected to remain a strategically important arterial transport route for active mode users as well as vehicular traffic.

NoR RE2: Fred Taylor Drive

Transportation Issue Raised	No. Respondents
Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network	1
Supportive for the need for the corridor upgrades	1
Ensure that adverse construction related effects are appropriately avoided, remedied or mitigated	1
Allow for provision of key intersections identified in the Redhills Precinct Plan	1
Direct consultation with effected parties regarding provision of alternative access, in the event that existing property access is affected by the NoR proposal	1

5.62 **Transport Issue: Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area / Other Improvements to the Strategic Road Network**

See comments under para 5.5.

5.63 **Transport Issue: Ensure that adverse construction related effects are appropriately avoided, remedied or mitigated**

As confirmed in the ATE for the Redhills Arterial Transport Network, construction related traffic effects are to be appropriately managed by means of a Construction Traffic Management Plan (CTMP).

5.64 **Transport Issue: Allow for provision of key intersections identified in the Redhills Precinct Plan**

The NORs already allow for the provision of the key intersections on Fred Taylor Drive which were identified in the Redhills Precinct Plan. The ATE confirms that they are expected to operate at an acceptable Level of Service based on indicative design layouts.

5.65 **Transport Issue: Direct consultation with effected parties regarding provision of alternative access, in the event that existing property access is affected by the NoR proposal**

See comments under para 5.14.

NoR HIFTR: Trig Road (South) Arterial

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property upon completion	2
Preference for crossroads intersection form between Trig Road / Hobsonville Road / Luckens Road	3
Consider alternatives to widening & acquiring property on the west side of Trig Road	2
Concern that widening Hobsonville Road will generate additional traffic	2
Requested provisions for a prospective CTMP to address concerns near school	1
Future proposals need to focus on connectivity to Westgate town centre area	1
Provide more motorway access in the vicinity of Hobsonville Industrial area	1

5.66 **Transport Issue: Transport Issue: Maintain vehicle access to property upon completion**

As confirmed in the ATE for Trig Road, the adopted design philosophy is to maintain existing driveway access where practicable and minimise impacting land for access purposes other than where necessary.

The ATE confirms that several existing properties have been identified for which a replacement driveway will not be possible to implement with the Project in place, primarily due to changes to road levels and incursion of the corridor into the front of properties. These properties have been included within the proposed designation boundary.

Future access to the land adjacent to the Trig Road corridor will be provided by future collector roads adjoining Trig Road, through the subdivision process.

- 5.67 Transport Issue: Preference for crossroads intersection form between Trig Road [realigned to east] / Hobsonville Road / Luckens Road**
See comments under para 5.6.

- 5.68 Transport Issue: Consider alternatives to widening & acquiring property on the west side of Trig Road**

As discussed under para 5.6, previous investigation into alternatives for the Trig Road corridor discarded the option of an off-line realignment of Trig Road to the east, due to constraints relating to a new construction footprint over land to the east. Whilst a potential off-line realignment to the west was also considered, this was found to have some similar constraints, as well as necessitating more property acquisition on Hobsonville Road.

The proposal to widen Trig Road on-line of its existing alignment is thus considered to be the preferred option.

- 5.69 Transport Issue: Concern that widening Hobsonville Road will generate additional traffic**

The Hobsonville Road widening is considered to be necessary to accommodate future urban growth in the area, which will generate additional traffic with or without the proposed improvements in place. As discussed under para 5.40, the proposed on-line widening for the Hobsonville Road corridor has been assessed as being more effective improvement option in fulfilling desired transport outcomes.

- 5.70 Transport Issue: Requested provisions for a prospective CTMP to address concerns near school**

The site of the future school at 13 – 15 Trig Road was identified in the ATE for the Whenuapai arterials as requiring further consideration during the development of a prospective CTMP.

See Para 5.7 for comments in relation to conditions proposed by Ministry of Education.

- 5.71 Transport Issue: Future proposals need to focus on connectivity to Westgate town centre area**

See comments under para 5.5.

5.72 Transport Issue: Provide more motorway access in the vicinity of Hobsonville Industrial area

See comments under para 5.33.

NoR 1: Redhills North-South Arterial

Transportation Issue Raised	No. Respondents
Maintain vehicle access to property upon completion	2
The Redhills NORs differ to the routes identified in the Redhills Precinct Plan	2
Reduce Speed Limit on Fred Taylor Drive to 60km/hr	1
Complete Footpaths on either side of Fred Taylor Drive	1

5.73 Transport Issue: Maintain vehicle access to property upon completion

As confirmed in the ATE for the Redhills Arterial Transport Network, the adopted design philosophy is to maintain existing driveway access where practicable and minimise impacting land for access purposes other than where necessary.

The ATE confirms that for the majority of existing properties, there will be little to no change in the level of vehicle access provided, however for 10 properties on Royal Road it has been identified that reinstatement of a driveway will not be possible. These properties have been included within the designation.

For properties that currently gain access via a low-level access on Don Buck Road, these accesses will be reformed. The ability to turn right to and from the low level access at the point closest to the Royal Road intersection will be limited to left in left out, however full movements will still be provided at the opposing point of the low level access. Limited access is proposed to be maintained on Fred Taylor Drive and there is no additional effect when compared to the current environment. Limited access is also proposed to be provided on the new corridors – consistent with the provisions in AUP:OP for arterial roads and provisions within the Redhills Precinct Plan.

5.74 Transport Issue: The Redhills NORs differ to the routes identified in the Redhills Precinct Plan

Two submitters (both landowners for future residential development) proposed adjustments to the alignments of the Redhills Arterial Transport Network (to the west of Fred Taylor Drive and Don Buck Road), with the aim of better integrating the future arterial road network with development master planning and structure planning.

The first of the two submissions in question requests the following changes to the NoR conditions to remove parts of the NoR designations that are no longer required following project completion. I support these proposed changes and do not consider that this will adversely impact upon the transportation performance of the completed projects.

The second of the two submissions in question notes differences between the NoR network alignments and those shown in the Redhills Precinct Plan and recommends amendments to the NoR routes to align with the Precinct Plan.

The new road alignments illustrated in the Redhills Plan are indicative only and while the NoR routes differ in their horizontal alignment, the differences in horizontal alignment are not considered to adversely affect key transportation outcomes resulting from the network.

However, in terms of road cross-section, the general road width of the new arterial roads proposed under the NoRs is 24 metres, which compares with 30 metres proposed in the Redhills Precinct Plan. The latter provision of the Precinct Plan allows for passive provision for future widening from two traffic lanes to four traffic lanes, which is not allowed for in the NoRs, albeit additional lanes at key intersections within the NoRs allows for extra capacity and opportunities for bus priority.

The ATE for the Redhills Arterial Transport Network includes forecast future traffic volumes for 2048 for the new arterial roads (to the west of Fred Taylor Drive and Don Buck Road), which are commensurate with the capacity of two-lane single carriageway roads.

On this basis, I deem the NoR alignments to be acceptable with regards to the key transport outcomes that they enable.

5.75 *Transport Issue: Reduce Speed Limit on Fred Taylor Drive to 60km/hr*

The proposed future speed limit on the upgraded Fred Taylor Drive is to be 80km/hr north of the roundabout with Hobsonville Road, commensurate with the new arterial road environment and as confirmed in the ATE for Redhills Arterial Transport Network. A lower speed limit on Fred Taylor Drive would reduce the attractiveness of this corridor for longer-distance through traffic movements and thus reduce its ability to fulfil an intra-regional strategic function in the context of the wider adjoining road network. In the event of longer-distance traffic and commercial vehicle traffic assigning to alternative parallel running roads, this could create undesirable conflict with local traffic movements and reduced efficiency of the wider network as a whole.

5.76 *Transport Issue: Complete Footpaths on either side of Fred Taylor Drive*

The submitter comment in question in fact refers to sections of NoRs 2a, 2c and RE2, which cover Fred Taylor Drive and will include the implementation of continuous pedestrian footways on both sides.

NoR 2a: Redhills East-West Arterial – Dunlop Road

Transportation Issue Raised	No. Respondents
Request for provisions for a prospective CTMP to address concerns near school	1

Transport Issue: Impose a less than 4-year lapse period on the NoR to reflect the urgent need to Address operational and safety deficiencies of Fred Taylor Drive	1
Give Priority to other projects providing for connectivity to Westgate Centre	1
Promote Low speed environment and provide enhanced facilities for pedestrians within the Redills Local Centre	1

5.77 Transport Issue: Request for provisions for a prospective CTMP to address concern near school

A new school and other education facilities are planned within the Redhills area, located near the designations for NoRs 2a, 2b and 2c. The Ministry of Education has submitted that the construction-related effects on these schools need to be appropriately addressed and managed by means of a CTMP and highlights particular concerns in relation to the impact of heavy vehicles.

The Applicant’s proposed CTMP conditions include a requirement that the CTMP include “*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.*” The Ministry of Education submission requests a more specific requirement for the CTMP to include:

- a. *How heavy vehicles will avoid travelling past the schools [...] during before-school and after-school travel times, during term time. Engagement should be undertaken with each school prior to construction to confirm the restricted times still reflect the school’s peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged and added to the table below [see table in submission]. Heavy vehicles movements must also avoid these new schools at their peak pick up and drop off time.*
- b. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*

I support these proposed additions to the CTMP conditions.

An issue not raised in the Ministry submission is the maintenance of safe routes for pedestrians and cyclists to and from the schools. I recommend an additional requirement that the CTMP as follows:

- c. *Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.*

5.78 Transport Issue: Impose a less than 4-year lapse period on the NoR to reflect the urgent need to Address operational and safety deficiencies of Fred Taylor Drive

At present no funding is available and committed towards the construction of the NoR projects and imposing a shorter lapse period would not in and of itself serve

as leverage for funding to become available. Moreover, it could increase the risk of improvements not being delivered, in the event that funding is not forthcoming within the shortened lapse period.

5.79 *Transport Issue: Give Priority to other projects providing for connectivity to Westgate Centre*

See comments under para 5.5.

5.80 *Transport Issue: Promote Low speed environment and provide enhanced facilities for pedestrians within the Redhills Local Centre*

The ATE for the Redhills Arterial Transport Network confirms that the east-west arterial route will have a posted speed limit of 50km/hr, with the following categorisations based on Auckland Transport’s Roads and Streets Framework Assessment:

- ‘Place 1’ categorisation, recognising a primarily local place function
- ‘Movement 2’ categorisation, recognising a medium strategic significance.

These characteristics are considered to allow for the safe implementation of appropriate pedestrian facilities to facilitate access to the new local centre. Any potential reductions in speed limit in the vicinity of the local centre, to below 50km/hr, could serve to compromise the ‘medium strategic’ movement function of the new arterial road network and would have to be considered in this context.

NoR 2b: Redhills East-West Arterial – Baker Lane

Transportation Issue Raised	No. Respondents
Request for provisions for a prospective CTMP	2
Unrestricted access to the Bunnings service lane at the rear of the site from Fred Taylor Drive via a right hand turn is provided for.	1
Give Priority to other projects providing for connectivity to Westgate Centre	1
That NoR RE2 recognise Fred Taylor Drive’s continuing status as the principal arterial transport corridor and specify it as a HIF project so that, together with NoR 2A and NoR 2B, the road controlling authority can provide the urgently needed and “joined up” upgrade of Fred Taylor Drive between Don Buck Road and Northside Drive.	1
That a < 4-year lapse period be imposed for NoR 2A, NoR 2B and NoR RE2 to reflect the urgent need to address the operational and safety deficiencies of Fred Taylor Drive.	1

5.81 *Transport Issue: Request for provisions for a prospective CTMP*

Two submitters requested particular provisions for a prospective CTMP, one of which was on behalf of the Ministry of Education in relation to planned new education facilities for the Redhills area. *See comments under para 5.77.*

Another submitter, representing a commercial entity, confirmed their support towards a Construction Traffic Management Plan (CTMP) and requested the following specific provisions for a prospective CTMP:

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:

- (i) Prepared by the Requiring Authority in consultation with the Submitter;*
- (ii) Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and*
- (iii) Approved by the Council.*

I consider that the existing provisions within the Designation Conditions in relation to CTMPs are already adequate to address the above submitter concerns.

5.82 *Transport Issue: Ensure that unrestricted access to the Bunnings service lane is provided for at the rear of the site from Fred Taylor Drive via a right-hand turn*

The road layout plans for the NORs do not confirm that right-turn movements into and out of the service lane will be formally catered for, with either a flush or solid median provided on Fred Taylor Drive opposite the access, while the roundabout of Fred Taylor Drive / Don Buck Road will be replaced with a signalised intersection.

While future access arrangements to individual sites will be considered on a case by case basis, it is considered that, in the event of site access being limited to left-in / left-out only, the wider network provides reasonable opportunity for vehicles to assign to alternative routes and undertake appropriate manoeuvres to compensate for such a limitation.

5.83 *Transport Issue: Give Priority to other projects providing for connectivity to Westgate Centre*

See comments under para 5.5.

5.84 *Transport Issue: That NoR RE2 recognise Fred Taylor Drive's continuing status as the principal arterial transport corridor and specify it as a HIF project so that, together with NoR 2A and NoR 2B, the road controlling authority can provide the urgently needed and "joined up" upgrade of Fred Taylor Drive between Don Buck Road and Northside Drive.*

The submitter's concern relates to ensuring the delivery of improvements along the full length of Fred Taylor Drive as one 'package', as opposed to in a piecemeal manner, noting that the upgrades in question are split between 3 different NoRs. However, it is inappropriate to suggest that this would necessarily be achieved by combining the separate upgrades to be delivered as a 'HIF' project, as the HIF status refers to the funding mechanism, which does not in and of itself guarantee delivery of improvements on Fred Taylor Drive under one package.

Transport Assessment work undertaken by Supporting Growth does not assess NoR projects on the basis of being implemented in isolation to one another or on a piecemeal basis, as opposed to in one complete package. The isolated implementation of improvements on Fred Taylor Drive near individual arterial road intersections, in the absence of upgrading the entire corridor as one package, is one such scenario which has not been considered, to confirm whether or not this may result in adverse transport effects on non-upgraded sections of Fred Taylor Drive.

Accordingly, my recommendations confirmed at the end of this review are that further assessment of such scenarios would be appropriate, in the event that the full package of NoRs does not get approved in its entirety.

5.85 *Transport Issue: That a < 4-year lapse period be imposed for NoR 2A, NoR 2B and NoR RE2 to reflect the urgent need to address the operational and safety deficiencies of Fred Taylor Drive*
See comments under para 5.78.

NoR 2c: Redhills East-West Arterial – Nixon

Transportation Issue Raised	No. Respondents
Proposed changes to NoR alignment	1
Seeks alternative option, to widen Don Buck Road from Westgate to Henderson and State Highway 16 from Kumeu to Westgate to ease congestion	1
Request for provisions for a prospective CTMP to address concerns near school	1
Give Priority to other projects providing for connectivity to Westgate Centre	1

5.86 *Transport Issue: Proposed changes to NoR Road alignment*

One submitter proposed alterations to the alignment for the route of NoR 2c, in order to maximise the development potential of the adjoining land, which included the following:

- Westward relocation of the proposed roundabout with Nixon Road / Nelson Road by 15 metres and vertically lowering by 2 to 3 metres
- Siting of new road alignments as close to the watercourses as possible, to eliminate areas of ‘no man’s land’ with little or no development potential.

While the level of information provided by the submitter does not include full engineering plans and traffic assessment analyses, I would consider the scope and nature of the proposed geometric changes to the alignments to be unlikely to adversely affect key transportation outcomes, in terms of network operation and safety. My support towards such proposed changes would thus be subject to provision of engineering layout plans and traffic assessments for any dimensional changes to key intersections.

5.87 Transport Issue: Seeks alternative option, to widen Don Buck Road from Westgate to Henderson and State Highway 16 from Kumeu to Westgate to ease congestion

While other concurrent NoRs that are currently being lodged will provide for future improvements along both of these corridors, these fulfil separate transport functions to the corridor safeguarded under NoR 2c. The primary function of NoR 2c will be to provide strategic north-south access into the future Redhills Local Centre, while Don Buck Road and State Highway 16 do not provide an equivalent level of penetration of this future urban area.

5.88 Transport Issue: Request for provisions for a prospective CTMP to address concerns near school

See comments under para 5.77.

5.89 Transport Issue: Give Priority to other projects providing for connectivity to Westgate Centre

See comments under para 5.5.

6.0 Conclusions and recommendations

6.1 Further to reviewing supporting information for the Northwest NOR Package 1 – Local Arterials, 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 growth within the areas served by the new transport corridors.

6.2 However, the lodgement of each of the NORs separately, under its own separate Form 18, fails to guarantee the fulfilment of key transport outcomes which are reliant on an eventual full network being delivered. I consider that insufficient information has been provided by SGA to demonstrate the ability of individual road corridors to function adequately under an appropriate ‘worst case scenario’, which considers the absence of other key elements of the proposed future road network.

6.3 To ensure that the NORs deliver a future fit for purpose road network, I recommend the following additional conditions:

- It is recommended that the NORs either be approved in their entirety, or that further information be required on transport performance, the possible need to increase transport capacity, and the ability of that additional capacity to be provided within the proposed NOR designations, should any individual NOR not be approved.
- Site access routes and access points provided during the construction phase to comply with appropriate provisions of the Auckland Unitary Plan Transport Chapter.

6.4 To manage impacts during construction, as outlined earlier in this report, I recommend that Construction Traffic Management Plan (CTMP) Condition (b) of North West Local Proposed Conditions, Trig Road Corridor Upgrade Proposed Designation Conditions condition 15(b) and North West Redhills Arterial Transport Network Designation Conditions condition 15(b), specifying the elements that a Construction Traffic Management Plan must include to achieve its objective, also include the following:

- a. *How heavy vehicles will avoid travelling past the schools listed in the table below during before-school and after-school travel times, during term time. Engagement should be undertaken with each school prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be consulted and added to the table below [see table in submission]. Heavy vehicles movements must also avoid these new schools at their peak pick up and drop off time.*
- b. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*
- c. *Details of consultation (including outcomes agreed) with the applicant and [affected schools] with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.*
- d. *Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.*
- e. *Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.*

3B Noise and Vibration



REVIEW OF CONSTRUCTION NOISE AND VIBRATION EFFECTS

NORTHWEST STRATEGIC AND LOCAL ARTERIAL NOTICE OF REQUIREMENTS

TECHNICAL REVIEW PREPARED FOR
Auckland Council

DATE
13 July 2023

Technical review prepared by Styles Group for Auckland Council.

REVISION HISTORY

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1.0 Introduction

Auckland Council has engaged Styles Group to review the construction noise and vibration effects from the North West Strategic Package, Kumeu and Huapai Local Arterials and NW Local Arterials Package (the **Projects**).

This review is focussed on the construction noise and vibration effects from the Projects. I have prepared a review of operational noise and vibration effects under separate cover.

I have reviewed the following Assessments:

- The North West Strategic Assessment of Construction Noise and Vibration Effects (the **Strategic Assessment**)
- The Trig Road Corridor Upgrade Assessment of Construction Noise and Vibration (the **Trig Assessment**)
- The Redhills Arterial Transport Network Assessment of Construction Noise and Vibration (the **Redhills Arterial Assessment**)
- The North West Redhills Riverhead Assessment of Construction Noise and Vibration Effects (the **Redhills Riverhead Arterial Assessment**)
- The NorthWest Whenuapai Assessment of Construction Noise and Vibration Effects (the **Whenuapai Assessment**)

I refer to these collectively as the Assessments throughout this advice unless identified specifically.

I have prepared this review following pre-lodgement and post-lodgement engagement with the Project team. The engagement has included a site visit, meetings and feedback on draft reports and the review of the finalised Assessments lodged with the applications.

The objective of this review is to provide general commentary on the Assessments and to provide any additional commentary and analysis to ensure that the effects and mitigation measures are clear and understandable.

2.0 Experience and qualifications

My full name is Jon Robert Styles. I am an acoustic consultant, director and the principal of Styles Group Acoustics and Vibration Consultants. I have approximately 22 years of experience in the industry, the first four years as the Auckland City Council's Environmental Health Specialist – Noise, and the latter 18 years as the Director and Principal of Styles Group.

I hold a Bachelor of Applied Science majoring in Environmental Health and I have completed the Ministry for the Environment's Making Good Decisions programme. I recently concluded my second term as the President of the Acoustical Society of New Zealand. I am currently a Council member and professional member of the ASNZ.

I am on the executive of the Association of Australasian Acoustical Consultants (**AAAC**). My role on the executive is to develop guidelines for the assessment of noise and vibration in New Zealand and Australia.

Throughout my career, I have been involved in the development and administration of numerous District Plan rules, plan changes and general policy development. I have assisted a large number of councils to process a significant number of resource consents and Notices of Requirement subject to noise and vibration standards. I have extensive experience advising on the management of noise and vibration effects, including the construction, maintenance and operational noise effects of major and strategic transport infrastructure (including port, road, air and rail) and the protection of strategic industry and transport infrastructure through the effective management of reverse sensitivity effects.

Specific assignments relevant to this evidence include:

- Review of operational and construction noise effects on behalf of Auckland Council for many Auckland Transport project's, including AMETI, Eastern Busway and Airport to Botany.
- The Auckland Council's witness through the development of the High Land Transport Noise Overlay and the E25 Noise Chapter in the Proposed AUP.
- Advice on several recent District Plan reviews, including Whangarei Urban and Services Plan Change and plan reviews in Wellington, Christchurch, Waikato, Queenstown, Central Hawkes Bay, New Plymouth, Taupō, Napier, Gore and Kaipara.
- Providing advice to a range of clients on a significant number of resource consents, NoRs and plan changes involving construction effects, including a significant number of Waka Kotahi projects.
- Noise and vibration measurements for a significant number of resource consent applications involving construction activities ranging from small residential development to significant infrastructure, such as City Rail Link, Northern Corridor Improvements, Waterview Connection, Central Interceptor and many more.
- I have given evidence before several Boards of Inquiry on road construction effects including being the Boards' expert.
- I have assisted a wide range of tier-1 and tier-2 constructors to manage their construction noise and vibration effects during the construction of a range of significant infrastructure projects. This includes advising constructors on the management of construction noise and vibration effects that are managed by conditions and CNVMPs that are similar in nature to those proposed by the Requiring Authority in this case. This includes Southern Corridor Improvements, Lincoln Road Corridor Improvements, Mackays to Pekapeka, Waikato Expressway, Central Motorway Junction, AMETI, Victoria Park Tunnel, Waterview Connection, St Lukes Interchange, SH16 Causeway, Puhoi to Warkworth, the Northern Corridor Improvements and many others.

I have read the Environment Court Code of Conduct for Expert Witnesses. My advice complies with the Code in all respects and the opinions herein are within my area of expertise.

3.0 The Projects

The scope of each NoR, their receiving environment and the nature and extent of construction works are described in the application material and are not repeated in this advice.

The NoRs are generally summarised below. All project descriptions have been sourced from the application documents.

3.1 Strategic and Kumeu Huapai Local Arterials

NoR	Project	Description	Requiring Authority	Lapse period sought
Highway Connections				
NoR S1	Alternative State Highway (ASH) and Brigham Creek Interchange (BCI).	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange	Waka Kotahi	20 years
NoR S2	SH16 Main Road Upgrade	Widening of the existing 20m wide two-lane urban arterial to a 24m wide corridor with walking and cycling facilities on both sides of the corridor. Realignment of Station Road intersection with SH16.	Waka Kotahi	Designation has been given effect to.
Rapid Transit				
NoR S3	Rapid Transit Corridor (RTC)	Rapid transit system connecting Kumeū-Huapai with Westgate, Auckland City Centre and the North Shore	Waka Kotahi	20 years
KS	Kumeū Station	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi	20 years
HS	Huapai Station		Waka Kotahi	20 years
Local Roading				
NoR S4	Upgrade of Access Road	Upgrade of Access Road to a four-lane corridor with separated cycle lanes and footpaths on both sides of the corridor	Auckland Transport	20 years

3.2 Whenuapai Package

NoR	Project	Description ¹	Requiring Authority	Lapse period sought
NoR W1	Trig Road (North)	Upgrade of Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W2	SH16 Main Road Upgrade	Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W3	Brigham Creek Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W4	Spedding Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor	Auckland Transport	15 years
NoR W5	Hobsonville Road (alteration to existing designation 1437)	Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane. Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor. Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corridor	Auckland Transport	n/a

3.3 Trig Road Corridor Upgrade

NoR	Project	Description	Requiring Authority	Lapse period sought
	Trig Road Corridor Upgrade	Widening and upgrade of the existing Trig Road transport corridor from a 20m wide, two-lane rural road to a 24m wide, two-lane arterial standard transport corridor between the SH18 off-ramps and Hobsonville Road	Auckland Transport	15 years

¹ Reproduced from <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/03-r1-assessment-of-effects-on-the-environment.pdf>

3.4 Redhills Arterial Network

NoR	Project	Description	Requiring Authority	Lapse period sought
NoR 1	Redhills North-South Arterial Corridor	New urban arterial transport corridor and upgrade of Don Buck and Royal Road intersection.	Auckland Transport	15 years
NoR2a	Redhills East-West Arterial Corridor – Dunlop Road	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West corridor (NoR2c) at the intersection with the Redhills North-South arterial corridor.	Auckland Transport	15 years
NoR2b	Redhills East-West Arterial Transport Corridor – Baker Lane	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).	Auckland Transport	15 years
NoR2c	Redhills East-West Arterial Transport Corridor – Nixon Road Connection	New urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road. This includes the upgrade of the existing Red Hills Road / Nelson Road / Nixon Road intersection, and the existing Nixon Road / Henwood Road intersection	Auckland Transport	15 years

3.5 Redhills and Riverhead

NoR	Project	Description ²	Requiring Authority	Lapse period sought
Redhills				
NoR RE1	Don Buck Road	Upgrade of Don Buck Road corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR RE2	SH16 Main Road Upgrade	Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor	Auckland Transport	n/a

² Reproduced from <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/03-r1-assessment-of-effects-on-the-environment.pdf>

NoR	Project	Description ²	Requiring Authority	Lapse period sought
Riverhead				
NoR R1	Coatesville – Riverhead Highway	Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side and upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor.	Auckland Transport	20 years

4.0 Context and overview

Managing the noise and vibration effects from constructing large infrastructure projects can be challenging. The often-heavy nature of the works and close proximity to receivers commonly results in construction noise and vibration effects high enough to cause significant disruption to normal business or residential activity.

In my experience, it is not possible to require a project of this nature to comply with noise and vibration limits that would avoid disruption. To do so would often require such extensive mitigation that the project becomes cost-prohibitive, and it could prolong the construction duration by significant amounts.

Accordingly, the construction noise and vibration effects of large infrastructure projects are often managed by allowing them to exceed the typical ‘permitted standards’ for construction noise and vibration on the basis that there are strict requirements (in conditions) to ensure that the Best Practicable Option (**BPO**) is adopted to manage the effects.

The BPO can comprise a large variety of physical mitigation measures such as limits on machine size and type, noise barriers and similar, through to management measures such as timing of the works, offering mitigation to the receivers directly and offering effective consultation and engagement with the receivers to help avoid the worst of the effects. This is essentially the Requiring Authority’s proposal in this case. I support such a proposal, provided that the conditions set out a clear and certain pathway to ensure that the BPO is carefully identified and adopted in all cases.

It is important to note that this approach is still likely to result in some significant disruption to businesses and residential activity. But it will minimise it to the greatest degree practicable.

4.1 Uncertainty

A key feature of the Assessments is the lack of detail on construction methods, plant, the time it will take to conduct high-noise or vibration work near to any particular receiver, and therefore the overall degree of construction noise and vibration effects.

I acknowledge that it would be difficult for the Requiring Authority to provide a more accurate assessment of the construction noise and vibration effects at this time, given the relatively long lapse periods and the difficulty in confirming specific construction methods for special features along the routes, such as bridges, retaining walls and other structures.

I have been involved in other projects where the Requiring Authority or applicant has been required to minimise these uncertainties by engaging with construction experts to refine the construction methods and timeframes to a more-detailed level. This has allowed a more accurate and reliable assessment of construction noise and vibration effects to be undertaken. The major focus in those cases has been to determine whether there is likely to be significant disruption to any particular receivers. The focus is therefore applied to the construction of the projects in areas where there are receivers very close by, and / or where there are structures to be built that might take longer and / or involve heavy plant and high noise / vibration activities close to receivers. This could include works in constrained environments such as through Kumeu and Huapai (for example).

By contrast, (and for example) the construction of much of the ASH could be left at a general level as the remoteness of the route from most receivers means that the construction noise and vibration effects will be unlikely to cause significant disruption.

Overall, I consider that the Assessments are subject to a reasonable degree of uncertainty that makes it difficult to determine the level of effect and disruption that might be experienced by receivers close to major elements of the works. The specific elements of uncertainty are:

- 1) **Equipment and activity noise and vibration levels** – I consider that the Assessments have done a reasonably good job of estimating and predicting the noise and vibration levels arising from the use of different plant and activities.
- 2) **Duration of construction** – there appears to be a high degree of uncertainty on the duration that any particular receiver would be exposed to construction noise and vibration levels that could cause disruption. I expect that this is due to the construction methodology being in a relatively unrefined state.
- 3) **Dynamic state of the receiving environment** – the Assessments quite rightly acknowledge that the receiving environment is dynamic, and that there are a number of situations where there may be new receivers established much closer to the works areas than the current receivers. This makes it very difficult in many cases to determine what construction noise and vibration effects will be likely on these future receivers. Helpfully, (and in contrast to the operational noise assessments) the Assessments propose that the construction noise and vibration effects on future receivers are treated the same as the existing receivers.
- 4) **Overall level of effect and disruption** – the uncertainties noted in (1) to (3) above, (and (2) and (3) in particular) contribute to what I consider to be a reasonably high degree of uncertainty in the overall assessment of construction noise and vibration effects. This uncertainty is attributable mostly to the shortage of information available at such an early stage of the design – rather than being the fault of the Assessments.

I consider that the reasonably high degree of uncertainty in the assessment of construction noise and vibration effects needs to be emphasised in this case.

5.0 The Requiring Authority's Assessments

The Assessments are generally comprehensive. I consider that the technical inputs (such as equipment sound power levels), noise and vibration prediction methods, application of NZS6803:1999 and the general technical aspects are appropriate and robust.

The Assessments provide setback distances for construction noise and vibration emissions based on an indicative construction methodology. The Assessments recognise that:

- a) The conclusions relating to the predicted noise and vibration levels and effects can only be confirmed after the detailed design has identified the proposed construction methodology, staging and selection of proposed plant; and
- b) The prediction levels will need to be reconfirmed based on the physically existing receivers at the time of construction. The Appendices attached to the Assessments identify the physically existing affected receivers that are predicted to receive noise and/ or vibration levels above the permitted standards (based on mitigated and unmitigated compliance distances).

Taking into account (a) and (b), I consider that there is likely to be some considerable variation in the actual noise levels that will be received in-reality. The noise level predictions provided by the Requiring Authority are useful to give an indication of the approximate magnitude of the effects that will be experienced by the *existing* receivers, but they should be considered indicative only.

The Requiring Authority proposes to manage the effects of construction work through CNVMP's that will be prepared prior to construction.

5.1 Effects on receivers

A key component of the assessment of construction noise and vibration effects are the tables in each of the Assessments that describe the potential noise and vibration effects. These tables describe the nature of the effects that would typically be experienced by receivers at various noise and vibration levels. These descriptions have been adapted from the Northern Corridor Improvements project.

These tables demonstrate that the construction work will include considerable disruption for some receivers, even at the permitted standards in the AUP (70dB L_{Aeq} during the day). For example, at a noise level of 70-75dB L_{Aeq} , "*Businesses that involve substantial outdoor use...*" "*would experience considerable disruption*".

The tables also demonstrate that at vibration levels up to (but not exceeding) the Category B standards, the effects "*Unlikely to be tolerated in a workplace or residential environment without prior warning and explanation. If exposure was prolonged, some people would want*

to leave the building affected. Computer screens would shake, and light items could fall off shelves.”

The effects increase beyond these noise and vibration levels to a point where they would be difficult to tolerate at all, and where significant disruption and potential damage is probable. The Assessments predict noise and vibration levels high enough to cause significant disruption in many cases.

In my opinion, these effects are high. They may only be received in some cases for short periods, in which case it may be tolerable. However, I expect that in some cases the exposure to disruptive construction noise and vibration effects could be prolonged (even if there are intermittent periods of respite) and the effects could be significant overall.

The Assessments provide a very general indication of the duration of time that a receiver will experience disruption. However, based on my experience, I expect that there will be some receivers that will experience significant disruption potentially for several weeks, and potentially longer. These effects can be significant, even when managed by adopting the BPO in terms of physical mitigation and management measures. This is commonplace for large infrastructure projects.

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity. Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant.

In my view, such effects are a typical feature of large infrastructure projects. But this does not necessarily make them reasonable.

5.2 Noncompliance with permitted standards

The construction noise and vibration conditions proposed by the Requiring Authority require compliance with the permitted noise and vibration standards “*as far as practicable*”. The proposed wording of the CNVMP condition also requires the plan to achieve the construction noise and vibration standards “*to the extent practicable*”³. The construction noise and vibration standards are similar to the permitted standards in the AUP.

The condition sets allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP.

³ North West Local proposed condition set.

I consider that this arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.

In my view, the activities that infringe the construction noise and vibration standards are the activities that will generate the highest level of effect and disruption. I consider that these activities and effects are the ones that require the closest attention, the most thorough assessment of the BPO and the most careful management.

I consider that the possibility of the CNVMP dealing with infringements to the standards in a potentially open and permissive manner is inappropriate. I consider that all infringements should be dealt with by Schedules to the CNVMP. This will achieve better outcomes in two ways:

- 1) The proposed conditions requiring Schedules set out a specific process for identifying the specific receivers, activities of concern, timeframes and the BPO in a much more detailed and appropriate way than the CNVMP would be capable of, and
- 2) The need to prepare a Schedule can often act as an incentive to apply more physical mitigation or better management to avoid any infringement of the construction noise and vibration standards.

Accordingly, I consider that the proposed NoR conditions should be amended to require any infringement of the construction noise and vibration standards to be dealt with by a Schedule only.

5.3 Night works

The Assessments confirm that night works will be limited to "critical activities" that cannot be carried out at any other time.

I understand that works at night are typically required to complete tasks when traffic flows are low and traffic disruption can be minimised, on the basis that completing such works during the day would cause significant disruption. The downside of avoiding bad traffic disruption during the day is often the sleep disruption for nearby receivers at night. It is my experience that allowing for some work at night is reasonable and consistent with the approach taken for most large infrastructure projects.

The key is to ensure that the noise and vibration levels from night works are minimised as far as practicable, and that where the residual noise and vibration levels exceed the project noise and vibration standards, a Schedule is developed to manage those effects. This is the typical approach that has been successfully adopted for several recent infrastructure projects.

The Assessments state that night works will be limited to critical activities that cannot be undertaken out at any other time. The proposed conditions require the CNVMP to simply describe "*any requirements to limit night works ...as far as practicable*".

I consider that the conditions should limit the scope of night works to critical activities that cannot be carried out any other time. The key issue is ensuring that construction work is not

carried out at night to make up for lost time or other project delays, where that work can be completed during the day.

I recommend that the NoR conditions be amended to make it clear that works at night that would exceed the construction noise and vibration standards can only be authorised by a Schedule where those works cannot reasonably be undertaken during the day. Such work cannot be undertaken at night to advance the construction program if that work can be done in the day.

6.0 Submissions on construction noise and vibration effects

I have reviewed the submissions that relate to construction noise and vibration effects on the Projects. The submissions are generally summarised below.

Table 1 Submissions on strategic NoRs

Submitter(s)	NoR	Concern
P Joicey (8)	KS	Noise effects from construction work
J Alexander (3)	KS	Noise effects from construction work
S Cooper (9)	S1	Noise effects from construction work
Heritage New Zealand	S2	Effects on the Huapai Tavern and the Kumeu Railway Goods Shed, located in the extent of NoR S2 or within the 200m buffer of NoR S2.
S Newnham	S2	Noise effects from construction work
T A S Ltd (51)	S2	Noise effects from construction work
A Joicey (83)	S3	Noise effects from construction work
Morleyvest Limited (81)	S2, S3	Submitter raises concerns relating to effects on tenancies of 1A Tapu Road, Huapai. The site is zoned RMHSZ and includes various commercial tenancies including a childcare centre ("ACPL"). The outdoor play area appears to be traversed by the new designation. Submitter raises concerns relating to construction noise effects on the childcare centre: <i>"construction noise during 7.30am-6.00pm weekdays in the Residential – Mixed Housing Suburban Zone is a maximum noise level of 75dBA Leq and 90dBA Lmax.5 The anticipated construction noise levels for this work is between 80 or 85dB LAeq which exceeds that permitted under the Plan. Noise and vibration (which can be as high as 80 or 85dB LAeq) will impact the children's sleeping arrangements during the day, and poses the risk of hearing damage to the children (especially when using outdoor spaces). This in turn, may result in families relocating their children currently enrolled at ACPL to alternate early childhood learning centres"</i> . The submitter seeks that ASN be considered in the Construction Noise and Vibration Management Plan, noise levels standards be reduced in areas that contain ASN and consultation relating to noise mitigation measures;
Kumeu Shopping Village Combined	S2, S3, KS	The Submitter requests noise control to allow all tenants of the Kumeu Shopping Village to continue to trade during construction activity.

Submitter(s)	NoR	Concern
Owners Committee and Kumeu Medical Centre, Kumeu Dental Surgery		
Ministry of Education- Submission 20	S2, S3	The Submitter notes that Matua Ngaru School has been identified as a property potentially affected by noise. The Ministry supports the implementation of a CNVMP to ensure communication and consultation with the affected receivers and a site-specific schedule if required. The Ministry requests that both Matua Ngaru and Huapai schools are engaged with to determine if they will be affected by noise and what noise mitigation can be implemented, if necessary

Table 2 Submissions on Local Arterials

Submitter(s)	NoR	Concern
Kainga Ora	All	Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.
D Wilson & A Tabuteau	R1	Vibration effects from construction activity on 1914 villa on 5 Moontide Road: “ <i>A few years back road works caused damage to our lounge. Heavy machinery shook the house like a low-grade earthquake and cracked the wall lining and kauri door frames in our living room which is nearest the road. The house foundations were inspected and found stable. The earthworks required to achieve what you propose would damage our home considerably more.</i> ”
C & L M Laurie, W Van der Steen, C Cruz, J Kahukiwa & L Roberts	All	Construction noise and vibration effects
Nicola Craig	HIF	Construction noise and vibration effects on 2 Trig Road. The Submitter considers that the construction noise standard is not practicable and that the construction timeframes should be shortened.
Ministry of Education	NoR1	MoE request consideration of noise barriers and visually impermeable hoarding around the school during construction to reduce disruption (to be confirmed with the school closer to the time of construction). The Ministry also seek that operational noise effects are fully mitigated on the school to ensure students can continue to learn in a non-disrupted learning environment.
Acanthus	NoR 1	Submitter raises concerns relating to construction noise and vibration effects on Cardinal West. Submitter seeks that there is land available for acoustic measures, including noise walls and other barriers to reduce the overall effect of noise on the Cardinal West residents.
Universal Homes	NoR 2a and 2b	Submitters requests that construction noise and associated conditions takes account of the future residents within the new dwellings that may be constructed on 60-68 Fred Taylor Drive, 550 Don Buck Road and Lot 7703 DP 568880.

Submitter(s)	NoR	Concern
BW Holdings Limited	W5	<p>The Submitter opposes several proposed conditions relating to construction noise.</p> <p>The Submitters does not support the inclusion of “as far as practicable” in sub-part (a) of proposed Condition 16. The Submitter states that the “Noise and Vibration Assessment Report predicts that these standards will be complied with at all noise sensitive receivers and there is thus no need for the “as far as practical” escape clause”</p> <p>The Submitter supports the requirement that a CNVMP must be prepared with the following reservations:</p> <p><i>“a) In sub-part (c) objective, the use of “to the extent practicable” in addition to “the Best Practicable Option is unnecessary, will weaken the meaning of “Best Practicable Option” to an unsatisfactory degree and fails to provide potentially affected persons with an acceptable degree of certainty that responsible environmental outcomes will be achieved.</i></p> <p><i>b) In sub-part (c) (x), if the requisite standards will not be achieved then there should be a requirement to identify and implement mitigation actions that could include actions on the receiving properties. Simply to identify “specific management controls” does not discharge the overarching responsibility to mitigate adverse effects to an acceptable level.</i></p> <p><i>20. The Company notes that 193 Hobsonville Road is identified as a property for which the received construction noise is likely to exceed the standards in Table 16.1 of the conditions. (in Appendix A – Affected Receivers – Noise (Unmitigated) to the Assessment of Construction Noise and Vibration Effects Report) Unfortunately, no details about the likely extent or frequency of the non-compliance are given in the report. For NoR W5, some 410 properties are assessed as likely to be so affected. The Company considers this to be unacceptable resource management practice and that provision must be made for mitigation”</i></p> <p>The Submitter seeks the following relief:</p> <p>8. Condition 16 – Construction Noise Standards. In condition 16 (a) delete the words “as far as practicable”</p> <p>9. Condition 18 – Construction Noise and Vibration Plan.</p> <p>a) In condition 18(c) after the words “set out in Conditions 16 and 17” delete the words “to the extent practicable”.</p> <p>b) In condition 18(c) (x) after the words “specific management controls”, add the words “and/or mitigation techniques”</p>
Ministry of Education	W5	<p>Hobsonville School is located close to proposed works and has not been identified as a potentially affected property. MoE support the approach for a CNVMP, and requests appropriate noise mitigation is implemented and engagement is undertaken with the school if they are identified as an affected property.</p>
C & A Day	W5	<p>The Submitter questions whether they are an affected receiver for construction noise.</p>
General Distributors Limited (Countdown)	W5	<p>Concerns relating to construction noise effects on Countdown Hobsonville.</p>

6.1 Concerns raised by owners and occupiers of dwellings, businesses and vacant land

I recommend that the Requiring Authority addresses the specific concerns raised in submissions from the owners/ occupiers of land affected by the NoRs. This should provide a more site-specific assessment of the potential adverse construction noise and vibration effects for the specific properties.

I agree with the concerns raised by BW Holdings relating to the conditions proposed by the Requiring Authority. I have recommended amendments to the proposed conditions that are designed to provide greater certainty for receivers. These amendments require that any infringement of the construction noise and vibration standards is managed by a Schedule, and not in a permissive manner by a CNVMP.

The submissions from Kumeu Shopping Village and the businesses that are part of it raise similar issues. My assessment is that many of the submitters will experience construction noise and vibration effects that are intermittent or short-term. The submitters that operate businesses on the close to the main works areas do have the potential to experience construction noise and vibration effects that could be more disruptive. These works will need to be carefully managed to ensure that the BPO is carefully identified and adopted. I recommend that the Requiring Authority provide further detail on these submissions to provide a more specific and certain assessment of the potential adverse construction noise and vibration effects on these businesses.

6.2 Kainga Ora submission

The submission from Kainga Ora supports the imposition of conditions that require a Construction Noise Management Plan and Schedules to manage the construction noise and vibration effects of the project. I support this outcome. I have recommended changes to the proposed conditions to provide greater certainty and management of effects through CNVMP's and Schedules.

6.3 Ministry of Education (MoE)

I support the relief sought by MoE. I consider that the construction noise and vibration effects on schools and ECECs can be significant if not managed properly, and that these facilities often experience disruption at lower construction noise and vibration levels than other businesses and residential activity.

I recommend that the Requiring Authority respond to these submission points directly with the knowledge they have of the construction activities that will be likely in locations near to the MoE properties.

6.4 Heritage New Zealand's submission

The submission of Heritage New Zealand raises concerns relating to construction vibration effects on the two listed heritage buildings, Huapai Tavern and Kumeū Railway Goods Shed. These buildings are within the footprint of several designations.

The Strategic Assessment states that these buildings are proposed to be repositioned along the corridor following works commencing on the RTC (NoR S3) to enable the construction of the Project. The Strategic Assessment states that:

“The buildings are transported to their new site, which will involve high levels of vibration through the loading, transport and unloading. Therefore, we consider that with appropriate siting and careful construction management, construction vibration is unlikely to cause damage to these buildings”⁴

The successful relocation of heritage buildings is largely beyond the expertise of an acoustics / vibration expert. However, I have been involved in the relocation of a number of heritage buildings, and in particular the relocation of the Birdcage Tavern as part of the Victoria Tunnel project. I can provide brief comment from my experience on that project.

I consider it likely that significant strengthening work would be required before the buildings can be moved. The effects of moving the buildings will be much greater than the potential vibration effects.

The Strategic Assessment does not provide any analysis of how the buildings can be successfully relocated whilst withstanding the stresses arising from relocation efforts. I consider that this matter is best-assessed by suitably qualified and experienced structural engineer.

However, I understand that it is likely that the heritage buildings will be exposed to vibration from construction work at some point, wherever they are located. In such cases, I recommend that vibration monitoring is undertaken on at least one point on each main part of the structures during the works that have the potential to reach 50% of the guideline vibration limits for avoiding damage to heritage buildings as set out in DIN4150-3.

In some cases, the criteria to avoid building damage in heritage buildings is lower than the Category B vibration limits in the proposed construction noise and vibration standards.

I consider that the guideline limits for avoiding damage to “Line 3” (including heritage buildings) is required to be complied at all times, whether the buildings are occupied or not and irrespective of the time of the day that the work is undertaken.

I consider that this could be achieved either by the development of a draft Schedule or by modifications to the NoR conditions. I suggest that the latter option may provide greater certainty.

⁴ P44 of the Strategic Assessment

7.0 Recommended conditions

I have worked with the Council team to markup amendments to the proposed NoR conditions. These amendments are generally designed to deliver a greater level of certainty in the way that the construction noise and vibration standards apply and how infringements to those standards are handled.

I have not made any amendments to the conditions to better-manage the vibration effects on heritage buildings or education facilities at this stage. I consider that some amendments will likely be necessary, but that the Requiring Authority should provide further assessment in response to the specific submissions before those amendments should be drafted.

8.0 Conclusion

Managing the noise and vibration effects from the construction of large infrastructure projects can be challenging. The often-heavy nature of the works and close proximity to receivers often results in the generation of noise and vibration effects high enough to cause significant disruption to normal business or residential activity.

The Assessments are generally comprehensive. I consider that the technical inputs (such as equipment sound power levels), noise and vibration prediction methods, application of NZS6803:1999 and the general technical aspects are appropriate and robust.

A key feature of the Assessments is the lack of detail on construction methods, plant, the time it will take to conduct high-noise or vibration work near to any particular receiver, and therefore the overall degree of construction noise and vibration effects.

I acknowledge that it would be difficult for the Requiring Authority to provide a more accurate assessment of the construction noise and vibration effects at this time, given the relatively long lapse periods and the difficulty in confirming specific construction methods for special features along the routes, such as bridges, retaining walls and other structures.

The noise level predictions provided by the Requiring Authority are useful to give an indication of the approximate magnitude of the effects that will be experienced by the *existing* receivers, but they should be considered indicative only.

The Assessments also quite rightly acknowledge that the receiving environment is dynamic, and that there are a number of situations where there may be new receivers established much closer to the works areas than the current receivers. This makes it very difficult in many cases to determine what construction noise and vibration effects will be likely on these future receivers. Helpfully, (and in contrast to the operational noise assessments) the Assessments propose that the construction noise and vibration effects on future receivers are treated the same as the existing receivers.

The Requiring Authority proposes to manage the effects of construction work through CNVMP's that will be prepared prior to construction.

The condition sets proposed by the Requiring Authority allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP.

I consider that this arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.

In my view, the activities that infringe the construction noise and vibration standards are the activities that will generate the highest level of effect and disruption. I consider that these activities and effects are the ones that require the closest attention, the most thorough assessment of the BPO and the most careful management.

I have worked with the Council team to prepare a set of marked-up amendments to the NoR conditions proposed by the Requiring Authority. These amendments are generally designed to deliver a greater level of certainty in the way that the construction noise and vibration standards apply and how infringements to those standards are handled.

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity.

Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant.



REVIEW OF OPERATIONAL NOISE EFFECTS
NORTHWEST LOCAL ARTERIAL NETWORK
PACKAGE NOTICE OF REQUIREMENTS

TECHNICAL REVIEW PREPARED FOR
Auckland Council

DATE
12 July 2023

Technical review prepared by Styles Group for Auckland Council.

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1.0 Introduction

Auckland Council has engaged Styles Group to review the operational noise and vibration effects from the NW Local Arterials Package (the **Projects**).

The Project comprises several Notices of Requirement (**NoR**) for future extended and/ or upgraded transport corridors in Whenuapai, Redhills, Trig Road and Riverhead.

This advice comprises a review of the Project's operational noise and vibration effects when constructed. I have prepared a review of construction noise and vibration effects under separate cover.

I have prepared this review following pre-lodgement and post-lodgement engagement with the NW Project team. The engagement has included a site visit, meetings and feedback on draft reports and the review of the finalised Assessment of Operational Noise and Vibration Effects (the **Assessments**) report lodged with each NoR. This Assessments include:

- The Trig Road Corridor Upgrade Assessment of Traffic Noise and Vibration Effects (the **Trig Assessment**)
- The Redhills Arterial Transport Network Assessment of Traffic Noise and Vibration Effects (the **Redhills Arterial Assessment**)
- The North West Redhills Riverhead Assessment of Road Traffic Noise and Vibration Effects (the **Redhills Riverhead Arterial Assessment**)
- The NorthWest Whenuapai Assessment of Traffic Noise and Vibration Effects (the **Whenuapai Assessments**)

I refer to these collectively as the Assessments throughout this advice unless identified specifically.

The objective of this review is to provide general commentary on the Assessments and to provide any additional commentary and analysis to ensure that the effects and mitigation measures are clear and understandable.

1.1 The Projects

The scope of each NoR, their receiving environment and the nature and extent of construction works are described in the application material and are not repeated in this advice.

The NoRs subject to this review are generally summarised below. I have adopted the project descriptions from the Requiring Authorities' application material.

1.2 Whenuapai Package

NoR	Project	Description ¹	Requiring Authority	Lapse period sought
NoR W1	Trig Road (North)	Upgrade of Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W2	SH16 Main Road Upgrade	Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W3	Brigham Creek Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W4	Spedding Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor	Auckland Transport	15 years
NoR W5	Hobsonville Road (alteration to existing designation 1437)	Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane. Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor. Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corrido	Auckland Transport	n/a

¹ Reproduced from <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/03-r1-assessment-of-effects-on-the-environment.pdf>



Figure 1 Whenuapai Project Overview

1.3 Trig Road Upgrade

NoR	Project	Description	Requiring Authority	Lapse period sought
	Trig Road Corridor Upgrade	Widening and upgrade of the existing Trig Road transport corridor from a 20m wide, two-lane rural road to a 24m wide, two-lane arterial standard transport corridor between the SH18 off-ramps and Hobsonville Road	Auckland Transport	15 years



Figure 2 Whenuapai Trig Road Overview

1.4 Redhills Arterial Network

NoR	Project	Description	Requiring Authority	Lapse period sought
NoR 1	Redhills North-South Arterial Corridor	New urban arterial transport corridor and upgrade of Don Buck and Royal Road intersection.	Auckland Transport	15 years
NoR2a	Redhills East-West Arterial Corridor – Dunlop Road	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West corridor (NoR2c) at the intersection with the Redhills North-South arterial corridor.	Auckland Transport	15 years

NoR	Project	Description	Requiring Authority	Lapse period sought
NoR2b	Redhills East-West Arterial Transport Corridor – Baker Lane	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).	Auckland Transport	15 years
NoR2c	Redhills East-West Arterial Transport Corridor – Nixon Road Connection	New urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road. This includes the upgrade of the existing Red Hills Road / Nelson Road / Nixon Road intersection, and the existing Nixon Road / Henwood Road intersection	Auckland Transport	15 years

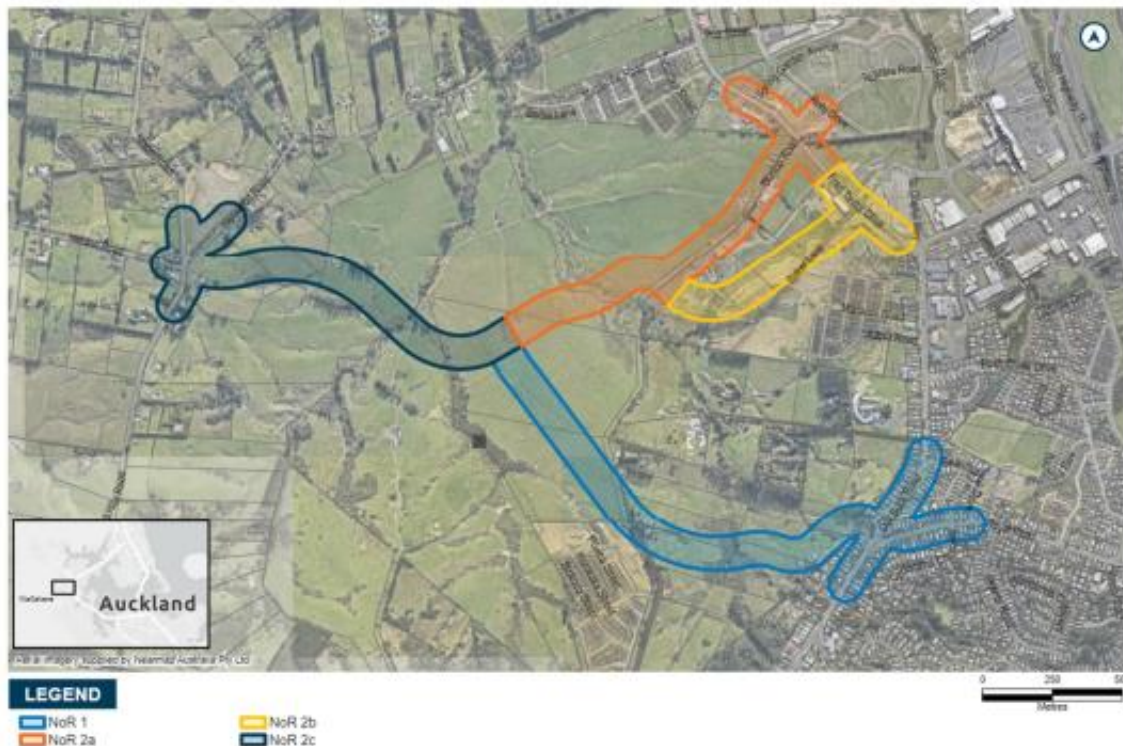


Figure 3 NoR 1, 2a, 2b and 2c

1.5 Redhills and Riverhead

NoR	Project	Description	Requiring Authority	Lapse period sought
Redhills				
NoR RE1	Don Buck Road	Upgrade of Don Buck Road corridor to a 30m wide four-lane cross section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR RE2	SH16 Main Road Upgrade	Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross section providing bus priority lanes and separated active mode facilities on both sides of the corridor	Auckland Transport	n/a
Riverhead				
NoR R1	Coatesville – Riverhead Highway	Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side and upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor.	Auckland Transport	20 years

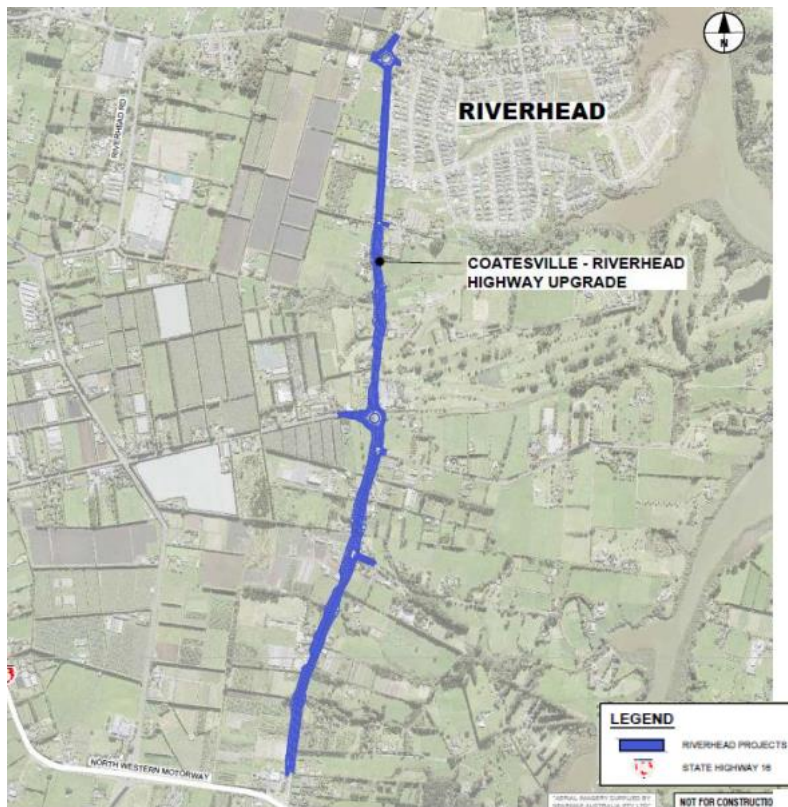


Figure 4 Redhills and Riverhead

2.0 Experience and qualifications

My full name is Jon Robert Styles. I am an acoustic consultant, director and the principal of Styles Group Acoustics and Vibration Consultants. I have approximately 22 years of experience in the industry, the first four years as the Auckland City Council's Environmental Health Specialist – Noise, and the latter 18 years as the Director and Principal of Styles Group.

I hold a Bachelor of Applied Science majoring in Environmental Health and I have completed the Ministry for the Environment's Making Good Decisions programme. I recently concluded my second term as the President of the Acoustical Society of New Zealand. I am currently a Council member and professional Member of the ASNZ.

I am on the executive team of the Association of Australasian Acoustical Consultants. My role on the executive team is to develop guidelines for the assessment of noise and vibration in New Zealand and Australia.

Throughout my career, I have been involved in the development and administration of numerous District Plan rules, plan changes and general policy development. I have assisted a large number of councils to process a significant number of resource consents and Notices of Requirement subject to noise and vibration standards. I have extensive experience advising on the management of noise and vibration effects, including the construction, maintenance and operational noise effects of major and strategic transport infrastructure (including port, road, air and rail) and the protection of strategic industry and transport infrastructure through the effective management of reverse sensitivity effects.

Specific assignments relevant to this evidence include:

- Review of operational and construction noise effects on behalf of Auckland Council for many Auckland Transport project's, including AMETI, Eastern Busway and Airport to Botany.
- The Auckland Council's witness through the development of the High Land Transport Noise Overlay in the Proposed AUP.
- Advice on several recent District Plan reviews, including Whangarei Urban and Services Plan Change and plan reviews for Wellington, Christchurch, Queenstown, Central Hawkes Bay, New Plymouth, Taupō, Napier, Gore and Kaipara.
- Providing advice on numerous public and private plan changes involving land exposed to road and rail noise, including recommendations for appropriate acoustic mitigation response.
- Noise and vibration measurements for a significant number of resource consent applications involving the establishment of activities sensitive to noise adjacent to various forms of transport infrastructure.
- A large number of projects around New Zealand involving road traffic noise and the application of New Zealand Standard NZS6806:2010 *Acoustics – Road Traffic Noise –*

New and Altered Roads (NZS6806). A number of these projects have been Roads of National Significance (RoNS) and include the Southern Corridor Improvements, Te Atatu Road widening, Lincoln Road Corridor Improvements, Ellerslie and Takanini Noise Walls, Mill / Redoubt Road, SH1 Whangarei Improvements, SH12 Matakoho Bridges, CSM2 & MSFRL (Christchurch Southern Motorway Stage 2 & Main South Road Four Laning), Mackays to Pekapeka, Waikato Expressway (numerous sections), Southern Links Hamilton, Central Motorway Junction, AMETI, Victoria Park Tunnel, Waterview Connection, St Lukes Interchange, SH16 Causeway, Puhoi to Warkworth, the East West Link, Penlink and the Northern Corridor Improvements, Warkworth to Wellsford, Otaki to North of Levin and many others.

- I have given evidence before several Boards of Inquiry on road traffic noise effects including being the Boards' expert.

I have read the Environment Court Code of Conduct for Expert Witnesses. My advice complies with the Code in all respects and the opinions herein are within my area of expertise.

3.0 The adoption of NZS6806:2010

The Assessments are heavily focussed on assessing the effects of the Project against the provisions of NZS6806:2010 Acoustics – Road-traffic noise- New and altered roads (**NZS6806:2010**). This standard is the only contemporary standard in New Zealand that sets out procedures to standardise the design and specification of road noise mitigation measures inside the designation boundaries and beyond in some cases.

It is well recognised in New Zealand that this standard has a number of limitations. These have been well-documented by various decision makers including several Boards of Inquiry².

I consider it critical that the limitations of NZS6806:2010 are clearly understood in this decision-making process, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.

The Assessments go beyond the simple requirements of NZS6806:2010 and addresses the change in noise level arising in each NoR and the change in the level and prevalence of a high level of annoyance due to exposure to traffic noise. These provide helpful context for the overall assessment of noise exposure and the effects on people.

² For example, in the Final Report and Decision of the Board of Inquiry into the New Zealand Transport Agency Waterview Connection Proposal. Many paragraphs, but mainly at paragraph 925. Available at <https://www.epa.govt.nz/assets/FileAPI/proposal/NSP000012/Boards-decision/ec6f94077d/Waterview-Final-decision-volume-1-Report-and-decision.pdf>

3.1 Limitations of NZS6806

In my view, the limitations of the standard that are relevant to the Projects are:

- 1) **Significant adverse effects can arise** - The noise level thresholds that trigger the need to consider mitigation are very high. NZS6806:2010 adopts a noise level of 57dB $L_{Aeq(24hr)}$ at PPFs near to a New Road and 64dB $L_{Aeq(24hr)}$ at PPFs near to an Altered Road as the thresholds for the investigation of mitigation. NZS6806:2010 does not require any mitigation effort where the noise level from an altered road is less than this level. This level is significantly above the World Health Organisations' (**WHO**) interim targets for managing road traffic noise.

I consider that and the approach in NZS6806:2010 to only require the investigation of mitigation when these higher thresholds are met contrasts significantly with the approach adopted by the WHO that seeks to reduce noise exposure to levels no greater than the targets they set.

I consider that this needs to be recognised in the assessment of effects and the consideration of designation conditions to minimise the potential adverse effects of exposure to road noise.

- 2) **No assessment of the effects of noise on people** - NZS6806:2010 does not require any assessment of the noise effects that may arise on the receiving environment. The standard sets out a process for determining what it states will be the BPO for mitigating road traffic noise. However, it is well recognised that the BPO can in fact involve the consideration of a number of factors that are not included in NZS6806:2010. The determination of the BPO by following NZS6806:2010 is further complicated because the lowest thresholds for mitigation effort are very high (see above) and the effects of the noise are not described or properly incorporated.

Accordingly, the full assessment of road traffic noise effects can use many of the processes set out in NZS6806:2010, but that must be supplemented with an assessment of the actual noise effects that will be likely to arise. This can help the decision-maker to evaluate whether the BPO has in fact been adopted.

- 3) **Noise barriers not fully supported** - NZS6806:2010 requires assessment of the noise levels at a point 1m away from the façade of buildings and at a height of 1.2m to 1.5m above the floor level of interest. Roadside barriers designed for reducing noise levels can have a significant effect on reducing the noise levels at ground level (or 1.2m – 1.5m above it) but would be unlikely to deliver any reduction in noise level at the first or second floors of a multi-storey building.

An assessment that follows NZS6806:2010 will conclude that a roadside barrier would not be a part of the BPO if it does not provide a noise level reduction at the most exposed part of the building. There are instances of this outcome evident in the Assessment. In my view, this is a clear limitation of the standard because roadside barriers can reduce the noise at ground level significantly and they can deliver

significant improvements to the quality of ground floor living spaces and yards. They should not be ruled out because they cannot screen the entire dwelling from road noise.

- 4) **Existing environment inconsistent with general practice** - NZS6806:2010 only looks as far into the future as the physically existing environment and any granted but unimplemented building consents. NZS6806:2010 does not have any capability of looking 'forwards' to ensure that the mitigation measures are integrated with the planned receiving environment that the AUP provides for. This contrasts with the general practice of assessing environmental effects where the planned environment is taken into account, as it may be informed by unimplemented resource consents and land zoned for development (but not yet developed).

This complicates the assessment for sites in the receiving environment that are currently vacant, or that have not been developed to the height or proximity to the roads that the District Plan provides for. This can be a major flaw in the standard in some cases, especially where a road is planned through an area that is currently vacant but zoned for intensive residential development.

I consider that this problem with NZS6806:2010 is the most significant for these Projects. I address this issue in detail in this review and I propose amendments to the proposed designation conditions to avoid the bad outcomes that will otherwise be delivered.

4.0 Review of the Operational Noise Assessments

This section sets out a review of the Assessments as it relates to the operational noise effects from the Project. This section raises some examples of where I consider the Assessments and s92 Response have adopted a problematic approach, particularly with respect to integrating the design of noise mitigation with future communities.

The Assessments are focussed primarily on the application of the procedures in NZS6806:2010 and provides a brief assessment of the effects in terms of the change in noise level and annoyance. I support this approach in a general way. I consider that the provisions of NZS6806:2010 set out a logical method of predicting the noise levels and determining the mitigation that it says should be applied. However, I consider that the serious problems with NZS6806:2010 that are relevant to these Projects need to be addressed in this case to avoid potentially bad outcomes.

4.1 Technical aspects of the noise modelling, measurement and predictions

My comments in this section of the review are relatively brief, on the basis that I consider the technical acoustics aspects of the Assessments are generally robust.

I have worked extensively with the Requiring Authority's acoustic experts on this and other projects and I am very familiar with the noise modelling techniques, software and processes employed to measure and predict noise levels arising from traffic on roads. The pre-lodgement engagement with the Requiring Authority's team allowed for several conversations about the technical noise modelling, measurement and assessment process that were very helpful.

I agree with the noise modelling methods and calculation procedures. I consider that the modelling process itself, including the calculation methods, input assumptions and the outputs are technically appropriate and sufficiently robust.

My agreement on these matters covers a significant portion of the Assessments.

4.2 Focus on the physically existing (2022) environment

The noise modelling inputs and outputs are focussed primarily on the physically existing receiving environment.

The Assessments discuss the general nature of the existing and planned future environments for each of the NoRs it assesses. The assessment of the planned environment is very brief and there is no meaningful assessment of noise effects for the future planned environment.

The Assessments include noise level contours for the Design Year for the various design options (Do Nothing, Do Minimum and Mitigation Option). These contours show what the future noise levels are likely to be across land that might currently be undeveloped. However, they appear to be subject to considerable uncertainty.

The s92 Response provides some additional context for the effects across undeveloped land. Table 1 of the s92 Response sets out a general description of how activities sensitive to noise should be treated when they fall within the predicted noise level contours.

I generally agree with Table 1 of the s92 Response. I consider that it provides a helpful analysis of the nature and degree of acoustic treatment that should be considered when the land is developed.

However, I consider that the Assessments and s92 Response both fail to address the way that the design of the Projects are intended to integrate with the future environment.

The fundamental principle of the Assessments and s92 Response is to design the road noise mitigation measures for the 2022 physically existing environment. The Requiring Authority's approach effectively ignores the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities. The Requiring Authority's approach shifts the burden of effects and mitigation entirely on to the future receiving environment. The only caveat to this is the 'soft' commitment³ to apply an asphaltic pavement (moderately low noise). I consider that this alone will be insufficient to avoid potentially significant adverse effects in many circumstances, and it fails allow integration of road design and noise mitigation with the planned future environment.

I note that there are numerous areas where the Projects pass through or alongside land in the Future Urban Zone and land that is live-zoned as Terraced Housing and Apartment Zone (THAB) (particularly in the vicinity of Fred Taylor Drive). The Assessments effectively ignore these potential and foreseeable future communities and the proposed designation conditions also ignore them.

4.3 Selection of the Preferred Mitigation Option

The Assessments set out a short section for each NoR that outlines the possible noise mitigation options that could be adopted.

However, the Assessments do not make a firm commitment to any particular mitigation option. This demonstrates that the Requiring Authority has not followed the complete process set out in NZS6806:2010 to consider a range of possible mitigation options and to follow an evaluation process to determine the BPO.

Neither the Assessment or proposed conditions make any firm commitment to delivering any particular mitigation option or outcome.

I understand that such a process would be challenging to undertake at this time given that the long lapse periods sought, and that the design and the receiving environment could change

³ I consider that the commitment to apply a low noise pavement is not firm, as the requirements for the pavement are qualified in several ways by the proposed conditions – see North West Local Low Road Noise Surface condition for an example.

significantly in that time. I agree with the Requiring Authority that this situation lends itself well to a future assessment of the BPO to determine the BPO at that time.

However, as I describe further on in this review, the proposed conditions are designed so they look back in time to the year 2022 to define the receiving environment for the BPO assessment that will be undertaken prior to construction. I consider that this is nonsensical and fails to properly integrate the design with possible and probable future communities.

I consider that the future assessment of the BPO required by the conditions should require an assessment of the BPO that is integrated with the physically existing and planned environments that are present at that time.

4.4 Assessment of road traffic noise effects

The figures attached to the s92 Response demonstrate that a significant number of existing PPFs will be exposed to noise levels that are greater than the WHO interim targets, even if the identified options to minimise noise inside the road corridor are adopted. This is demonstrated simply by the number of PPFs exposed to noise levels greater than approximately 50dB $L_{Aeq(24hr)}$.

The Assessment contains a number of charts that set out the likely change in noise level arising from the implementation of the different NoRs. Figure 7-2 of the RE1 (Don Buck) Assessment provides an example. I have reproduced this below:

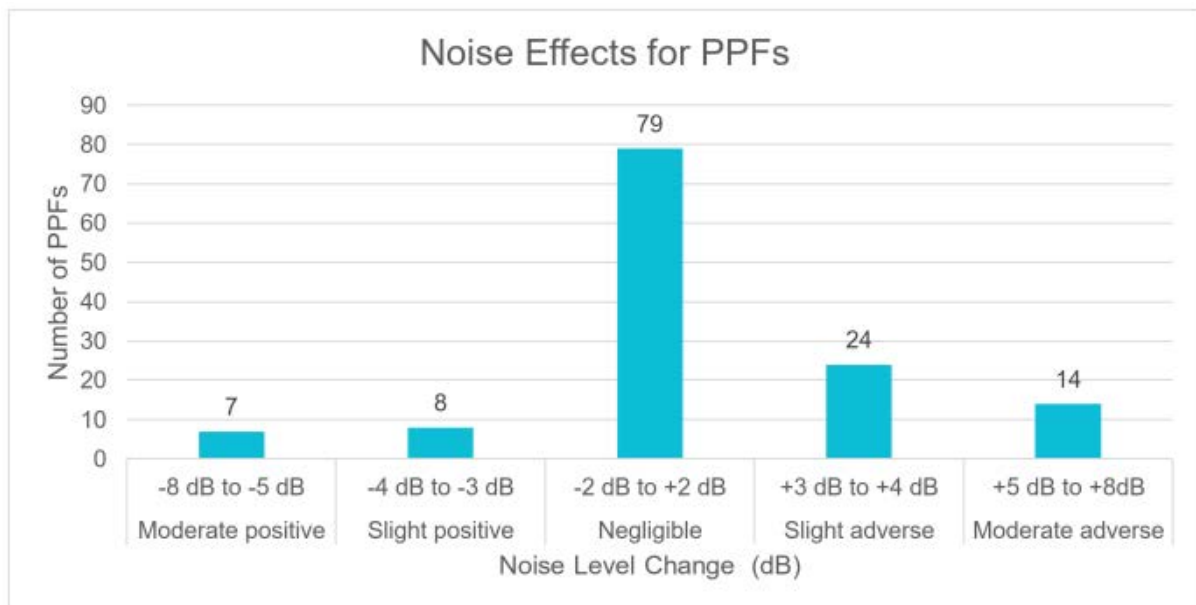
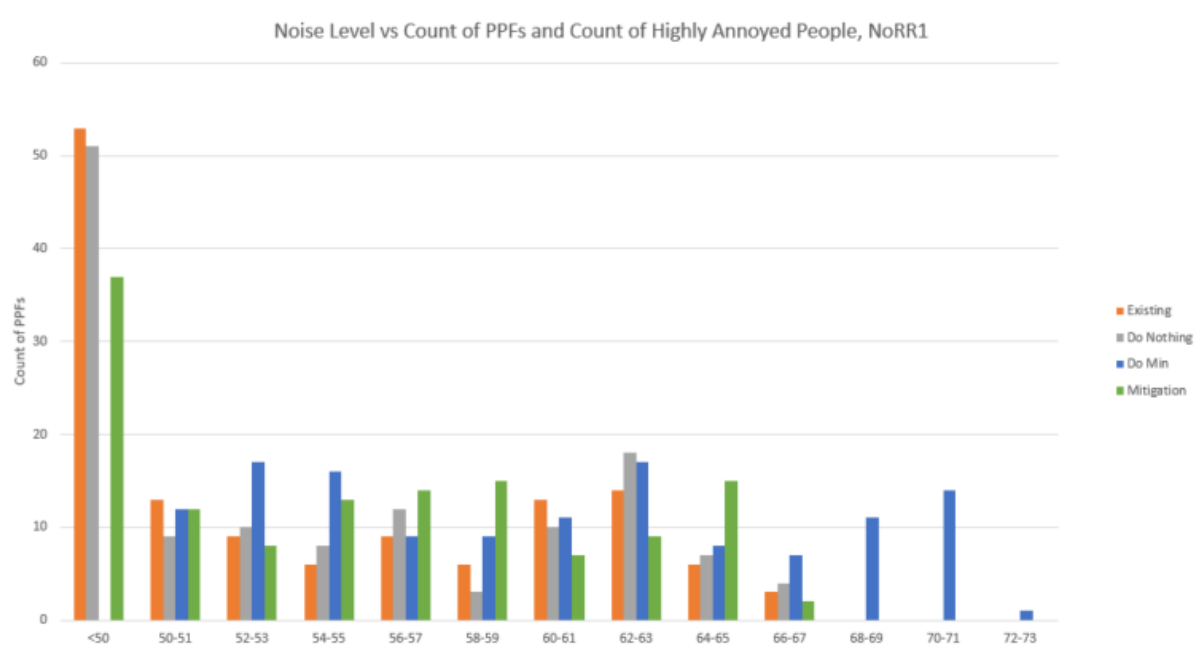


Figure 7-2 Change in Noise Level - Do Nothing Vs Mitigation Option 2 - NoR RE1

This figure demonstrates that a large number of PPFs will experience a considerable increase in road traffic noise levels if the project is implemented.

Figure 8 of the s92 Response (for the same stretch of Project) demonstrates that a significant number of PPFs will be exposed to noise levels greater than the WHO interim target of approximately 50dB $L_{Aeq(24hr)}$. I have reproduced this below:

Figure 8 NOR RE1 Don Buck Road



These figures comprise one example of the level of effect that will be experienced by the PPFs surrounding the Projects.

Whether there is a change in noise level or not, there will be a significant number of PPFs proximate to many NoRs that will be exposed to noise levels well above the WHO target levels. With no acoustic mitigation for those PPFs, I consider that there is a strong likelihood of significant adverse effects arising in the population.

I consider that this creates a strong incentive for ensuring that the BPO can and will be adopted for minimising the road traffic noise effects for the physically existing 2022 environment and any future communities that might be proximate to the Projects.

4.5 Missing PPFs

My review of the RE2 (along Fred Taylor Drive) appears to have missed a number of terraced houses or apartment buildings from the assessment.

The buildings physically exist. It appears that the buildings have been omitted from the traffic noise model as the noise level contours appear unaffected by any buildings in their location. The buildings in-question are also omitted from the list of existing PPFs. Figure 1 below shows the extent of the designation that avoids the site (presumably to leave the subject buildings in-place) but the schedule of PPF addresses omits them.



Figure 5 NoR R2- omitted PPF at 86 Fred Taylor Drive

I have not conducted an exhaustive search and reconciliation of all PPFs to determine whether this issue appears elsewhere. I suggest that the Requiring Authority complete such an exercise.

I recommend that the Requiring Authority re-run the computer noise model for this section with the buildings included.

4.6 Application of noise barriers

The Assessment confirms that the provision of noise barriers would be limited to a PPF that existed in 2022 and where the future BPO assessment requires a barrier, unless the PPF is double storey. The Assessment contains several examples of where no mitigation has been recommended for two storey dwellings on the basis that a noise barrier would not reduce the noise level at the upper floor, even though they might have a significant positive effect on the indoor and outdoor environment at ground level. An example can be found at section 8.3.1.1 of the Assessment for NoRs W1 – W5.

I consider that the future BPO assessment should require the implementation of roadside barriers where they are required by NZS6806:2010 and where the effects on the ground floor and any outdoor areas at ground level are the primary focus.

5.0 Adverse effects of exposure to road traffic noise

The most important effects arising from exposure to high levels of road traffic noise are those that are chronic and not always readily apparent. Many people that are affected by exposure to high levels of road traffic noise may not be aware of the extent of the effect it is having on them.

It is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high.

Minimising these effects by adopting the best practicable option to minimise noise from inside the road corridor and in the receiving environment is critical to avoid the worst of the adverse health and amenity effects that could otherwise arise.

The WHO has published many policies and studies documenting extensive investigations into the effects of noise exposure on people⁴, estimating the burden of disease from environmental noise and quantification of healthy life years lost as a result of exposure to environmental noise⁵.

In 2011, WHO published the “Burden of Disease from Environmental Noise”⁶ that quantified the healthy years of life lost in western European countries as a result of exposure to environmental noise⁷. The study identified that at least 1 million healthy life years⁸ are lost every year from exposure to transport noise in the western European countries⁹. The study provided sufficient evidence from large-scale epidemiological studies to link the exposure to environmental noise with adverse health effects, including annoyance¹⁰, tinnitus, sleep disturbance, cognitive impairment in children and cardiovascular disease. The 2011 study identifies road-traffic noise as the most prevalent source of environmental noise, with the largest contribution to the burden of disease due to noise.

The 2011 study found that sleep disturbance and annoyance, mostly related to road traffic noise, constitute the bulk of the burden of disease. Available assessments place the burden of disease from environmental noise as the second highest after air pollution.

In 2018, WHO published the Environmental Noise Guidelines for the European Region (the **2018 Guidelines**)¹¹. The purpose of the 2018 Guidelines is to provide robust public health advice to drive policy action to protect communities from the adverse effects of noise.

⁴ WHO Regional Office for Europe (2012). Methodological guidance for estimating the burden of disease from environmental noise. Copenhagen,

⁵ WHO Regional Office for Europe (2011). Burden of disease from environmental noise: quantification of healthy life years lost in Europe. Copenhagen,

⁶ https://www.euro.who.int/__data/assets/pdf_file/0008/136466/e94888.pdf

⁷ WHO Regional Office for Europe (2011). Burden of disease from environmental noise: quantification of healthy life years lost in Europe. Copenhagen

⁸ This is measured in ‘DALYs’. DALYs are the sum of the potential years of life lost due to premature death and the equivalent years of “healthy” life lost by virtue of being in states of poor health or disability - WHO Burden of disease from environmental noise

⁹ Comprised of 61 000 years for ischaemic heart disease, 45 000 years for cognitive impairment of children, 903 000 years for sleep disturbance, 22 000 years for tinnitus and 654 000 years for annoyance.

¹⁰ High annoyance is not classified as a disease in the International Classification of Disease (ICD-9; ICD-10), it does affect the well-being of many people and therefore may be considered to be a health effect falling within the WHO definition of health as being a “state of complete physical, mental and social well-being”.

¹¹ https://www.euro.who.int/__data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf

The 2018 WHO Guidelines discuss the importance of interventions to reduce road traffic noise exposure. They conclude that:

“The GDG also considered the evidence for the effectiveness of interventions. The results showed that:

- *addressing the source by improving the choice of appropriate tyres, road surface, truck restrictions or by lowering traffic flow can reduce noise exposure;*
- *path interventions such as insulation and barrier construction reduce noise exposure, annoyance and sleep disturbance;*
- *changes in infrastructure such as construction of road tunnels lower noise exposure, annoyance and sleep disturbance;*
- *other physical interventions such as the availability of a quiet side of the residence reduce noise exposure, annoyance and sleep disturbance.”*

The overall recommendation for road traffic noise from the 2018 Guidelines is:

“For average noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic below 53 dB L_{den} , as road traffic noise above this level is associated with adverse health effects.

For night noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic during night time below 45 dB L_{night} , as road traffic noise above this level is associated with adverse effects on sleep.

To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from road traffic in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions, the GDG recommends reducing noise both at the source and on the route between the source and the affected population by changes in infrastructure.”

The Assessments confirm that the existing noise environment for those NoR's that are close to the existing major transport corridors is controlled by road-traffic noise. The noise level survey results confirm that the noise levels in parts of the Project are well above the WHO target noise levels. The noise level predictions for the Design Year for each NoR demonstrate that a significant number of the current PPFs will remain exposed to noise levels that are in some cases significantly above the WHO target noise levels.

I have prepared this section of my review to emphasise that there is a significant incentive to ensure that the Requiring Authority is adopting the BPO to minimise the noise generated by the operational phase of the project. This incentive applies to minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

6.0 A shared responsibility

It would often be impracticable for the Requiring Authority to contain fully contain noise levels above the WHO targets within the road corridor. To do so would likely require quite significant measures in many cases, such as high and continuous noise barriers, low speed limits, vehicle flow reductions or similar. I acknowledge that many of these would defeat the purpose of the projects or at-best would severely adversely affect the efficient design, the urban amenity and access to properties and businesses.

The management of exposure to road traffic noise is a responsibility that is traditionally shared between the noise-maker (in this case the Requiring Authority) and the occupants and developers of the receiving environment. The common arrangement is that the road controlling authority would adopt the BPO to minimise the noise exposure in the receiving environment as the priority. This often includes a low-noise pavement, barriers where they are practicable, lower speed limits and designs that shift the heaviest / noisiest traffic flows away from the PPFs as far as practicable.

The receiving environment is then left to contend with the noise effects that 'spill' outside of the road corridor. This can be achieved in many ways, such as requiring a no-build setback, the use of spatial planning to create larger separation distances between major roads and residential areas, or most commonly to require activities sensitive to noise to be acoustically treated so that the occupants can have a cool and quiet internal environment where good quality sleep and a moderate-to-high level of amenity is available.

Unfortunately, the AUP does not currently include any standards that would require an activity sensitive to noise / PPF near to a major road to be acoustically treated to reduce road traffic noise indoors. The AUP does not include any standards that would contribute towards the receiving environment managing the road traffic noise effects that cannot be contained inside the road corridor.

I consider that the lack of standards in the AUP to require acoustic treatment of existing, new or altered activities sensitive to noise near to major roads is a significant issue, and that introducing new standards in the AUP for this purpose is beyond the scope of these projects and this process.

However, the NoR and resource consent processes do not have the ability to change the planning provisions in the AUP to require such treatment. Although beyond the expertise of an acoustic expert, it would be novel to expect the Requiring Authority to acoustically treat all existing activities sensitive to noise / PPFs that will remain exposed to noise levels above the WHO targets, especially when the level of exposure has likely been present for some considerable time already. The Requiring Authority are not proposing to acoustically treat any existing PPFs unless the procedures in NZS6806:2010 would require them to. I consider that this is a typical approach in a case such as this one.

I consider that the 'shared responsibility' to manage the effects of road traffic noise is an important aspect of this review and for the Projects to adopt.

6.1 The methods adopted by the Project to achieve a 'shared responsibility'

The Assessments and s92 Response provide some helpful methods of promoting the concept of a shared responsibility for managing the effects of road traffic noise on people.

These are the methods that the Assessment and s92 Response propose:

- 1) The Assessments look at the physically existing 2022 receiving environment and gives an indication of the likely mitigation options that might comprise the BPO following the procedures in NZS6806:2010. The proposed conditions do not require the adoption of any of the mitigation options, other than a soft commitment to an asphalt pavement;
- 2) The Assessments and proposed NoR conditions state that the assessment of what might be the BPO will be repeated prior to construction of each part of the Project (the **future BPO assessment**). The future BPO assessment will look at essentially what is left of the 2022 receiving environment and will follow the procedures in NZS6806:2010 to determine the BPO for only those receivers;
- 3) The Assessments provide predicted noise level contours for the current road design and mitigation based on the 2022 receiving environment. The s92 Response states that these contours could be used by the Council as a non-statutory layer in its GIS system to alert future development to the presence of high noise levels from road traffic so the future environment can appropriately manage its exposure to noise, if it chooses to do so.

These are the problems with the Requiring Authority's approach to achieving a shared responsibility:

- 1) The future BPO assessment fails to properly recognise the possibility that the Projects may be alongside or through to houses and / or communities that are provided for and anticipated by the AUP. This is a particular issue where the Projects run through or beside the FUZ or THAB / Residential zones where development is anticipated but yet to occur.
- 2) The predicted noise level contours (designed to inform future development) have no meaningful regard to the possibility of future houses or communities near to the road and
- 3) The predicted noise levels contours (designed to inform future development) have been based solely on the adoption of noise mitigation measures for the existing 2022 receiving environment.
- 4) The proposed designation conditions provide no recognition of future houses or communities and no pathway for them to be considered in the future BPO assessment.
- 5) The future BPO assessment process prescribed by the proposed conditions would ignore any dwelling that has replaced a PPF that currently exists, even if it was similar

in location and not acoustically treated (keeping in mind the lack of standards in the AUP to require any acoustic treatment).

I consider that these issues are significant.

I consider that they can be largely resolved by requiring the future BPO assessment (as required by the proposed conditions) to recognise and provide for the BPO to be adopted for the receiving environment at the time of the future BPO assessment, where that receiving environment comprises:

- a) The PPFs that existed in 2022
- b) The PPFs that may have been established since 2022
- c) Any land that is zoned in a way that provides for development of new activities sensitive to noise.

I consider that this will ensure that the Projects are properly and appropriately integrated with the existing and future communities and will provide the best approach to minimising the potentially significant adverse effects of road traffic noise.

7.0 Appropriateness of the Requiring Authority's BPO assessment

The Assessments set out the results of the evaluation of the BPO for road noise mitigation based on the receiving environment that physically existed in 2022.

7.1 Current assessment is indicative only

Other than confirming that an asphalt pavement will be used on the roads, the Assessment only makes tentative suggestions for other mitigation measures, such as barriers or acoustically treating houses, and only where the future BPO assessment might require it.

This demonstrates that the Requiring Authority is not committing to any particular noise mitigation measures at this time, other than an asphalt pavement. This is reflected in the Requiring Authority's proposed conditions, which do not mandate the implementation of any operational noise mitigation measures other than the type of pavement.

7.2 The Requiring Authority's proposed conditions freeze the receiving environment to 2022

The Requiring Authority's proposed conditions require that the future BPO assessment is undertaken prior to construction, using the final design present at that time, but referring only to the PPFs that have been evaluated in 2022. The future BPO assessment is intended to confirm whether the PPFs that exist in 2022 'change category' under the final design.

The proposed conditions essentially 'freeze' the receiving environment in time to 2022. The Requiring Authority's proposed conditions fail to recognise the receiving environment that might exist in the year that the final design is undertaken, potentially 20 years from now.

I have summarised the Requiring Authority's proposed process below:

- 1) **2022** - Conduct an assessment of the BPO and road noise effects based on the indicative project design and the PPFs that exist in 2022. This is the Current Assessment.

The Current Assessment allocates a noise exposure 'category' (A, B or C) to each PPF in accordance with the guidance in NZS6806:2010. All PPFs that existed in 2022 are listed in a Schedule and assigned their noise exposure 'category'.

- 2) **2023** – Seek designation conditions that require a future BPO Assessment to determine whether the noise level predictions for the final design will result in a change to the 'category' at any PPF that existed in 2022.
- 3) **2024 – 2038** – Conduct the final project design. Prepare an updated noise model and BPO assessment for the final project design to predict the noise level at all PPFs that existed in 2022 (from the Current Assessment) and that still exist at the time of the final design.

Use the updated noise model to determine whether any 2022 PPFs that still exist change category. Investigate the BPO for reduction of noise at the 2022 PPFs that might still exist.

Ignore the receiving environment that exists at the time and ignore the implementation of the BPO in areas where the 2022 PPFs may no longer exist or have been replaced, even with similar dwellings. This approach also ignores any opportunities to mitigate noise effects that might exist in the future as the design changes and the receiving environment changes in terms of development and potentially zoning and zone provisions.

The proposed designation conditions specify the PPF's for the future BPO assessment by maps and building footprint (refer NoR condition 25i of S4 as an example). If these PPF's are demolished and replaced with PPF's in approximately the same location but potentially a more-dense arrangement, they will be ignored in the future assessment of the BPO required under the proposed conditions. This could include a situation where:

- 1) The Assessment recommends road side barriers or fences to mitigate noise effects for an existing (2022) PPF; and
- 2) No barriers would be required in the future assessment of the BPO if the 2022 PPF was replaced with a newer dwelling(s), even if in a similar location.

I understand that the Requiring Authority's approach is or may be premised on the new dwelling having been acoustically treated to reduce noise. However, this approach ignores a fundamental component of NZS6806:2010 and the WHO Guidelines to mitigate the noise at the source as the priority. The Requiring Authority's approach shifts the entire burden to the

receiving environment if it did not physically exist in 2022, save for the modestly-performing simple asphalt low-noise pavement.

I consider that the lack of any requirement in the AUP to acoustically treat noise sensitive activities near to major roads is a further reason to ensure that the maximum effort and priority should be to mitigate road noise effects inside the designation.

I consider that the simple fix for these issues is to ensure that the designation conditions recognises the physically existing and planned future environment at the time of the future BPO assessment.

7.3 Project objectives

Figure 3-1 of the AEE¹² sets out the Project objectives. The Integration objective from the Detailed Business Case is clear:

“Provide a transport system that is integrated with landuse, enabling a more sustainable, high quality, connected urban form that supports growth in the North West”

I consider that it is vital that the final design of the project includes noise mitigation measures that integrate with the existing and planned future environments as well as it can.

I consider that the Requiring Authority’s proposed conditions that freeze the receiving environment to what existed in 2022, and ignores the future receiving environment contravenes or is at least inconsistent this project objective.

7.4 Recommended approach

I consider that the Requiring Authority’s proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a

¹² <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/02-s4-assessment-of-effects-on-the-environment.pdf>

situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.

I consider that only minor modifications to the Requiring Authority’s proposed conditions are required. There are two ways the conditions could be structured:

- 1) The conditions could simply require a fresh assessment of the BPO for the final design for all PPFs according to the receiving environment that is present prior to construction; or
- 2) The conditions could maintain reference to the schedule of PPFs and their respective categories that existed in 2022, and then add in a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting.

8.0 Submissions on operational noise

I have reviewed the submissions that relate to operational noise effects from the Projects. The concerns raised by the submissions are generally summarised below.

Table 1 Submissions on NoRs

Submitter(s)	NoR	Concern
D Wilson & A Tabuteau	R1	Increased noise effects on 5 Moontide Road.
I H Cho	R1	The Submitter seeks that the noise and vibration effects are permanently mitigated.
R & J Chong	R1	Increased noise effects on 1363 Coatesville-Riverhead Highway.
Kainga Ora	R1	Operational noise effects on the health of people. See section below.
R & A Scott	RE	Property is modelled within a high noise area however modelling does not take into account the footprint of the developed property. Submitter is concerned mitigation actions could be hindered as development is close to road. Submitter request the Requiring Authority confirms mitigation measures are able to address noise effects on the property.
A & S Levi, S Chul Lee, J Kahukiwa & L Roberts	RE2	Increased noise effects.
BW Holdings Ltd (193 Hobsonville)	W5	The Submitter owns the property at 193 Hobsonville Road (a consented childcare and early education centre). The Submitter supports low noise road surfacing along Hobsonville Road. The Submitter seeks the following updates to condition 22:

Submitter(s)	NoR	Concern
Hobsonville Villas	W5	<p><i>a) Sub part (c) (i) uses the present tense but the forecast traffic flows for the design year (2048) would be better and more appropriate to the arterial function of Hobsonville Road. In fact, the submitter understands that the recorded traffic volumes along Hobsonville Road already exceed the standard of 10,000 vpd.</i></p> <p><i>b) The trigger standards for use of low noise road surfacing should also refer to noise sensitive receivers such as schools, hospitals and care centres (and not be limited to areas of high pedestrian use).</i></p> <p><i>“The Company further notes that regulations for the operation of childcare and early education centre include requirements for outdoor programmes and also for doors and windows to be open the Centre. This emphasises the Company’s concern that the noise sensitivity of care centres be provided for in the conditions.. This contributes to the noise sensitivity of the Centre. This emphasises the Company’s concern that the noise sensitivity of care centres be provided for in the conditions”</i></p> <p>The Submitter generally supports Conditions 23-26 on the basis that (according to the Traffic Report)</p> <p><i>“a) Little change in traffic noise received at 193 Hobsonville Road is expected;</i></p> <p><i>b) Forecast traffic noise levels will be comfortably within the Category A standards.</i></p> <p><i>24. However, this support is contingent upon the use of low noise road surfacing as provided for in Condition 22”</i></p> <p>The Submitter seeks the following relief:</p> <p><i>10. Condition 22 Low Noise Road Surface.</i></p> <p><i>a) Amend condition 22 (c) (i) so that it reads:</i></p> <p><i>(i) The volume of traffic is forecast to exceed 10,000 vehicles per day by the design year (2048); or</i></p> <p><i>b) Amend condition 22 (c) by adding the following sub-part</i></p> <p><i>(v) The adjoining land use includes noise sensitive uses such as schools, hospitals and care centres</i></p> <p>Concerns relating to increased noise effects and lack of acoustic fencing to mitigate noise effects on elderly.</p>

8.1 Concerns from owners/ occupants of dwellings

There are a number of submissions from owners/ occupants raising concerns they will be exposed to increased traffic noise levels from the Projects.

The concerns are generally expressing an adverse reaction to any increase in noise level arising from the project. I consider that any increase in noise level is undesirable and that every effort should be made to minimise the noise levels experienced in the receiving environment.

The main challenge is for the future BPO assessment to be conducted in the most robust way possible to ensure that any noise effects that do 'spill' into the receiving environment are minimised as far as practicable.

I recommend that the Requiring Authority responds to the specific concerns raised by these submitters.

8.2 Kainga Ora

The submission of Kainga Ora raises concerns relating to the operational noise effects on the health and wellbeing of the community. The main points of the Kainga Ora submission are set out below, along with my responses under each point.

8.2.1 Health effects on people

29. *Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal.*
30. *Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.*
31. *This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (PPC51)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and The Health Effects of Environmental Noise (2018)...*

Based on the above, Ms Drewery adopted 55 dB LAeq(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

I agree with many aspects of this part of the Kāinga Ora submission. I consider that the potential adverse effects on the health and amenity of the people has the potential to be significant in the existing and proposed Do Minimum environment.

I consider that it would be ideal if the Requiring Authority could internalise the noise effects such that the noise levels outside the road corridor were no greater than 55dB LAeq(24hr). However, this would be likely to require continuous noise barriers along the alignment to heights of at least 3-5m or more. Kāinga Ora suggest that if this could not be achieved practicably, the Requiring Authority should be providing acoustic treatment to PPFs where the same noise level is exceeded.

In principled terms, I agree that this would be ideal. This would create a similar situation that most large ports and airports in New Zealand also face. However, the number of affected buildings that might require acoustic treatment would be significant. I understand the fact most of these PPFs would have 'come to the noise' is a factor that would complicate the determination of what party should be responsible for the mitigation effort.

Ultimately, the determination of whether it is reasonable to require the Requiring Authority to mitigate the effects of noise at all PPFs where the road traffic noise level is greater than 55dB L_{Aeq} requires the expertise of a number of disciplines.

8.2.2 Management of effects at source

32. *Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.*
33. *Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.*

I agree. My review has determined that it is critical for the BPO to be accurately identified and implemented for the future environment at the time of the final design. I have also determined that the 'residual' noise effects in the receiving environment will still be greater than what is normally desirable and above the target noise levels suggested by the WHO. My assessment is that the residual noise effects could be managed by provisions in the AUP that would require acoustic treatment of activities sensitive to noise in close proximity to major roads. I understand that the Requiring Authority is not seeking any changes to the AUP in this process that could deliver such an outcome.

34. *At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.*

I agree. The Current Assessment of the BPO makes it clear that there are a number of Category C properties that would require Structural Mitigation (acoustic treatment). The need for this will remain if the Future BPO Assessment (at the time of final design) results in noise levels exceeding the Category C criteria in the receiving environment. I expect that many of these PPFs will likely require considerable modification to achieve the target indoor noise level

of 40dB $L_{Aeq(24hr)}$. This could include improvements and upgrades to the glazing, internal wall linings, external doors and other parts of the building envelope.

8.2.3 Low road noise surface

37. *Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective*

I agree with this submission point generally. I understand that the Requiring Authority is proposing to use AC14 for the final surfacing, and in many cases, the Requiring Authority's proposed conditions will only require low noise road surface where an upgrade or extension to it is within or adjacent to an "urban zoning"¹³.

AC14 is classified as a 'low noise' surface but has only moderate noise reducing capabilities. Twin layer Open Graded Porous Asphalt (twin layer OGPA) is an example of a high performing pavement that will reduce the noise level by a further 2-3dB in the 50km/hr speed environment that I understand will be applied to parts of the Project. However, I understand that the higher-performing surfaces are expensive, wear faster, require more maintenance and have practical limitations and complications (such as for drainage and transitions) that often make their use impracticable in urban environments.

I support the Kāinga Ora submission point to require the Requiring Authority to confirm that the use of AC14 is the BPO surface for road noise minimisation in this case.

I also recommend that the conditions that require the asphalt pavements are strengthened to remove some of the qualifiers that could see a higher-noise pavement applied in the future, especially if there was an update to the *Auckland Transport Reseal Guidelines, Asset Management and Systems 2013* as provided for in all NoR condition sets (under the heading Low Noise Road Surface in each set).

¹³ Refer to North West Local Proposed Operational Conditions

9.0 Operational noise conditions

I consider that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

I recommend that the proposed designation conditions are amended to deliver the following specific outcomes:

- 1) The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken. This could be a simple modification that alters the definition of a PPF, or an addition to the conditions to properly and appropriately recognise the future planned environments.
- 2) The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;
- 3) The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned Residential land do not increase. This gives some certainty for future development and assists in sharing the responsibility to mitigate road traffic noise effects;
- 4) The conditions should be amended to specifically recognise the sometimes-significant positive effect that roadside barriers can have on the ground floor of activities sensitive to noise and the outdoor spaces, even if they don't screen the upper floors. The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

10.0 Conclusion

It is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high.

It is well recognised in New Zealand that NZS6806:2010 has a number of limitations. These have been well-documented by various decision makers including several Boards of Inquiry. I consider it critical that the limitations of NZS6806:2010 are clearly understood, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.

The Assessments confirm that the existing noise environment for those NoR's that are close to the major transport corridors is controlled by road-traffic noise. The noise level predictions

for the Design Year for each NoR demonstrate that a significant number of the current PPFs will remain exposed to noise levels that are in some cases significantly above the WHO target noise levels.

This emphasises that there is a significant incentive to ensure that the Requiring Authority is adopting the BPO to minimise the noise generated by the operational phase of the project. This incentive applies to minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

The Assessments set out a short section for each NoR that outlines the possible noise mitigation options that could be adopted. However, the Assessments do not make a firm commitment to any particular mitigation option. This demonstrates that the Requiring Authority has not followed the complete process set out in NZS6806:2010 to consider a range of possible mitigation options and to follow an evaluation process to determine the BPO.

The fundamental principle of the Assessments and s92 Response is to design the road noise mitigation measures for the 2022 physically existing environment, or what is left of it prior to construction work commencing. The Requiring Authority's approach effectively ignores the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities. The only exception to this is a soft commitment to implement an asphalt pavement. This may be well-short of the BPO in some instances.

The Requiring Authority's approach shifts the burden of effects and mitigation entirely on to the receiving environment if it did not physically exist in 2022. The only caveat to this is the 'soft' commitment to apply an asphaltic pavement (moderately low noise) for all NoRs. I consider that this alone will be insufficient to avoid potentially significant adverse effects in many circumstances, and it fails allow integration of road design and noise mitigation with the future environment.

I consider that the Requiring Authority's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.

There are a number of submissions (across all NoRs) from owners/ occupants that raise concerns they will be exposed to increased traffic noise levels. I consider that a number of the submissions raise the same points and are addressed by the recommendations I have made in this review. Some of the submissions require responses directly from the Requiring Authority from the noise models.

I have recommended that the Requiring Authority examine why the computer noise models have omitted some buildings at 86 Fred Taylor Drive, and to rerun the model if indeed those buildings should have been included.

I consider that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

I recommend that the proposed designation conditions are amended to deliver the following specific outcomes:

- 1) The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken.
- 2) The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;
- 3) The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned Residential land do not increase.
- 4) The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

I consider that it would be impracticable to deliver an outcome where the road noise effects are contained wholly within the designation boundaries. I therefore recommend that the designation conditions are crafted (as above) so they improve the likelihood of a properly integrated design for the noise mitigation measures for the physically existing receiving environment and the future receiving environment that either exists at the time of the future BPO assessment or is planned and anticipated.

3C Urban Design

Memo: Technical specialist memorandum for notices of requirement for North-West Local Arterials and Housing Infrastructure Fund Package

21 June 2023

To: Reporting Planners:
Local W1, W2, W3, W4, W5, RE1, RE2: Jo Hart
Local R1: Ben Willis
HIF Redhills and Trig Road: Jess Romhany

From: Jennifer Esterman, Senior Urban Designer, Mein Urban Design and Planning Limited

Subject: Notices of Requirements: North West Local Arterials and Housing Infrastructure Fund (HIF) Packages, Urban Design Review

1 Introduction

- 1.1 Auckland Transport and Waka Kotahi NZ Transport Agency, as requiring authorities, have lodged eight Local Arterial Notices of Requirement (**NoRs**) and five Housing Infrastructure Fund (**HIF**) NoRs to ensure route protection for the North-West Local Arterial Road network.
- 1.2 I have undertaken a review of the Strategic, Local and HIF NoRs lodged by the Supporting Growth Alliance (**SGA**), on behalf of Auckland Council in relation to urban design effects. This memo specifically relates to the Local Arterials and HIF NoR packages.
- 1.3 The NoRs are outlined below:

Whenupai Local Arterials NoRs:

- a. NoR W1 Trig Road North upgrade
- b. NoR W2 Māmari Road FTN upgrade
- c. NoR W3 Brigham Creek Road upgrade
- d. NoR W4 Spedding Road, East and West
- e. NoR W5 (alteration to Designation 1437) – Hobsonville Road

Redhills and Riverhead Local Arterial NoRs

- f. NoR RE1 Don Buck Road FTN upgrade
- g. NoR RE2 (alteration to Designation 1433) - Fred Taylor Drive
- h. NoR R1 Coatesville Riverhead Highway upgrade

Redhills Arterial Transport Networks HIF Projects

- i. NoR1: Redhills North- South Arterial Transport Corridor
- j. NoR2a: Redhills East-West Arterial Transport Corridor – Dunlop Road
- k. NoR2b: Redhills East-West Arterial Transport Corridor – Baker Lane
- l. NoR2c: Redhills East-West Arterial Transport Corridor – Nixon Road Connection

Trig Road HIF Project

- m. AT TRHIP - Trig Road Corridor upgrade

2 Qualifications and Relevant Experience

- 2.1 I hold the qualifications of Bachelor of Planning (2009) and Master of Urban Design (2014) from the University of Auckland. I am an intermediate member of Te Kokiringa Taumata - the New Zealand Planning Institute and a member of the Urban Design Forum Aotearoa.
- 2.2 I have some 13 years' experience as an urban designer and planner in New Zealand. I am a senior urban designer at Mein Urban Design and Planning Limited. Prior to working for Mein Urban Design and Planning Limited, I worked as an urban designer for Auckland Council for 7 years and at Palmerston North City Council for 2 years.
- 2.3 Recent relevance experience includes the following:

Auckland Council, Private Plan Change 69

Urban design review of Proposed Private Plan Change 69 to the AUP-OP to rezone approximately 52ha of land from Future Urban Zone to Business- Light Industry Zone and introduce a new precinct. Review of submissions and preparation of material for the s42A report.

Auckland Council, Private Plan Change 86 (Notified)

Urban design review of Proposed Private Plan Change 86 to the AUP-OP to rezone approximately 5.2ha of land located at 41-43 Brigham Creek Road, Whenuapai from Future Urban Zone (FUZ) to Residential-Mixed Housing Urban (MHU). Review of submissions and preparation of material for the s42A report.

3 Overview and Scope of Technical Memorandum

- 3.1 In drafting this memo, I have reviewed the following documents:

Local Arterial NoRs:

- North West Local Arterials Assessment of Effects on the Environment Volume 2, prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- NW Local Arterials Form 18, NOR W1, W2, W3, W4, W5, RE1, RE2, R1
- NW Local Appendix B New Designation Proposed Conditions
- NW Local Arterials Appendix B Alteration to Existing Designation Proposed Conditions
- General arrangement plans: Brigham Creek Road, Māmari Road, Trig Road, Spedding Road, Hobsonville Road, Fred Taylor Drive, Don Buck Road, Coatesville Riverhead Highway, Whenuapai, Redhills
- Relevant submissions for NoR W1, NoR W2, NoR W3, NoR W4, NoR W5, NoR RE1, NoR RE2, NoR R1

HIF Redhills and Trig Road

Redhills

- Redhills Arterial Transport Network: Urban Design Evaluation
- North West Assessment of Effects on the Environment- Redhills Arterial Transport Network Volume 2, prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- Indicative Design and Designation Drawings- Redhills, prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- Draft conditions (Redhills)
- Relevant submissions for NoR 1, NoR 2a, NoR 2b, NoR 2c

Trig Road

- North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade, Volume 2. Prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- Indicative Design and Designation Drawings- Trig Road, prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- Proposed Designation Conditions
- Relevant submissions

- 3.2 This technical memorandum assesses urban design considerations and any actual or potential effects on amenity associated these NoRs. These are addressed separately for each NoR, to assist the preparation of the Council's reporting planner's report under s42A of the RMA.

4 Supporting Growth Alliance Urban Design Assessment

Overall NoRs

- 4.1 A diagram of the proposed north-west transport network is illustrated in Figure 1 below. This diagram depicts the overall transport network the proposed NoRs will enable. The intent of the NoRs is to designate the land to provide route protection, ensuring the intended transport network for the north-west can be progressed in the longer term. This transport network is broken into several packages: under the umbrellas of strategic, local arterials and HIF. The assessment below provides urban design commentary on each of the local arterials and HIF NoRs within these two of the three packages.

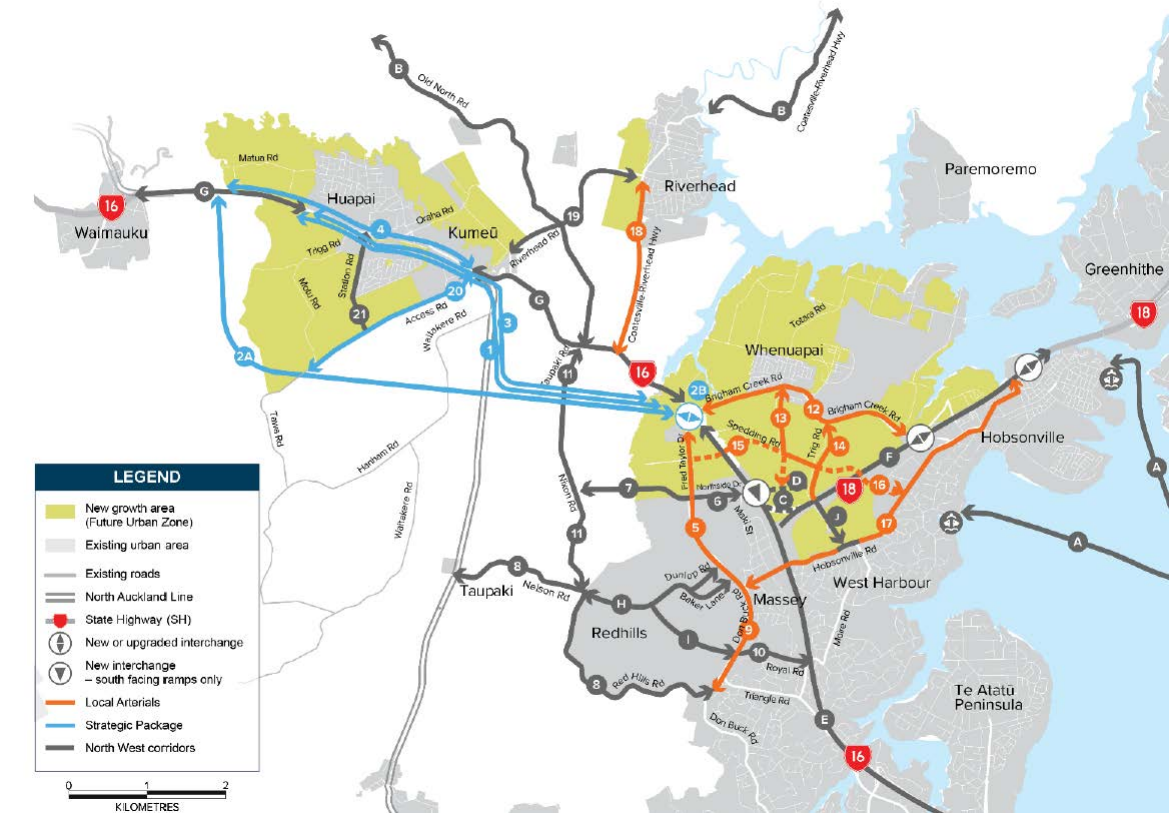


Figure 1: Diagram to show the proposed north west transport network that the designations will enable

Local Arterial NoRs

- 4.2 An urban design evaluation prepared by SGA, is included within the AEE¹. This evaluation utilises the principles outlined in Figure 2. As described in the AEE, the "NW Local Arterials Package consists of the future extended and / or upgraded transport corridors in Whenuapai, Redhills and Riverhead"². Six new designations and two alterations to existing designations (1437 and 1433) are proposed. The urban design evaluation proposes a condition that requires an ULDMP. This condition is supported, subject to additions which are outlined in the conditions section of this memo. I support the methodology the applicant used for this evaluation and agree with the conclusions reached.

Housing Infrastructure Fund NoRs: Redhills and Trig Road

- 4.3 An urban design evaluation was prepared by SGA for the Redhills NoRs. This provides an overview of the urban design considerations and inputs that applied during option development

¹ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume 2, P214-222

² Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume 2, P11

and refinement and the identification of future transport and land use integration opportunities for the Redhills Arterial Transport Network (**RATN**). The evaluation utilises the principles outlined in Figure 2. Four new destinations are proposed within the RATN.

- 4.4 No urban design evaluation was provided for the Trig Road corridor upgrade, but urban design input was provided within the AEE³. The level of urban design input is considered adequate as Trig Road is an existing corridor that is proposed to be upgraded.

System layers	Design Principles
Environment	1.1 Support and enhance ecological corridors and biodiversity
	1.2 Support water conservation and enhance water quality in a watershed
	1.3 Minimise land disturbance, conserve resources and materials
	1.4 Adapt to a changing climate and respond to the microclimatic factors of each area
Social	2.1 Identity and place
	2.2 Respect culturally significant sites and landscapes
	2.3 Adaptive corridors
	2.4 Social cohesion
	2.5 Safe corridors
Built form	3.1 Align corridors with density
	3.2 Corridor scaled to the surrounding context and urban structure
	3.3 Facilitate an appropriate interface between place and movement
Movement	4.1 Connect nodes
	4.2 Connect modes
	4.3 Support access to employment and industry
	4.4 Prioritise active modes and public transport
	4.5 Support inter-regional connections and strategic infrastructure
	4.6 Support legible corridor function
Landuse	5.1 Public transport directed and integrated into centres
	5.2 Strategic corridors as urban edges

Figure 2: Design principles described in Te Tupu Ngātahi (SGA) Design Framework

5 Urban Design Assessment of individual NoRs: Local Arterials Package

- 5.1 As outlined in section 4.2, six new designations and two alterations to existing designations are being sought via these NoRs. The existing designations are 1437 – Hobsonville Road Transport Corridor and 1433- Fred Taylor Drive Transport Corridor. All proposed designations relate to future extensions and / or upgraded transport corridors in Whenuapai, Redhills and Riverhead. From an urban design perspective, I generally support the future extensions and upgrades proposed. Specific comments on each NoR is provided below.

³ Te Tupu Ngātahi- Supporting Growth (2022) North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade, Volume 2, P57-59

WHENUAPAI TRANSPORT CORRIDORS

6 NOR W1 Trig North (Road)

- 6.1 This is a proposal for an upgrade of the Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor. The indicative cross section for Trig Road is shown in Figure 3 below.



Figure 10-6: NOR W1 Trig Road (North) typical cross section – corridor



Figure 10-7: NOR W1: Trig Road (North) typical cross section – existing bridge and new active mode bridge

Figure 3: Indicative cross sections of Trig Road

- 6.2 As described in the AEE, the current zoning along this corridor is predominantly Future Urban Zone (**FUZ**). The Whenuapai Structure Plan (**WSP**) provides further detail of the likely future zoning of this area, identifying land north of Hobsonville Road as Business- light industry and the area south of Hobsonville Road as medium density residential.
- 6.3 In terms of social infrastructure, a proposed sports park is anticipated at 90 Trig Road/ 5 Spedding Road (corner of Spedding Road and Trig Road (North)), the AEE notes that Auckland Council has purchased this land however it is not yet zoned or classified as park. The proposed corridor is futureproofed allowing for access to this future park by active modes and public transport.
- 6.4 There is also a designation (4667) for a primary school and early childhood centre by Ministry of Education at 15 Trig Road. As active modes are provided along the extent of the corridor, I consider safe access to these education facilities is adequately provided for.
- 6.5 I agree with the commentary in the AEE that as development occurs and the surrounding population grows, more community and recreational facilities may be added to the wider Whenuapai area, however as Trig Road (North) is proposed to be zoned light industrial, additional community and recreational facilities are anticipated to be limited.⁴
- 6.6 The design of the intersection of Trig Road and Northside Drive will be important to ensure safe, direct connection between Trig Road and the new bus station facility at Northside Drive. The general arrangement plans provided show where the connection with the Northside Upgrade will occur. No further detail is provided within the application material for the Northside Drive upgrade.
- 6.7 The Trig Road NoR raises no urban design concerns. I note this connects with the HIF Trig Road NoR.
- 6.8 The urban design evaluation within the AEE suggests the inclusion of a ULDMP condition. This condition is included within Appendix B- New Designation Proposed Conditions. I support the

⁴ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume 2, P58

inclusion of this condition, subject to minor amendment outlined in the condition section of this memo.

NoR W1 Submissions received:

- 6.9 Twenty-one submissions were received relating to NoR W1. The key theme of relevance to urban design in these submissions is the extent of corridor proposed.
- 6.10 Seven submitters are concerned with the extent of widening proposed as part of the designation. This is not solely an urban design issue; however, the take of land also affects the built form and public realm outcomes at the edge of the corridor and therefore I am addressing the submissions that raise issues pertinent to urban design here.
- 6.11 Submitter 6, Oyster Capital Limited, was the applicant of a recently approved Private Plan Change (PC69) for the 'Spedding Block Precinct'. This included land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai. The submitter has lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Stage 1 of the Spedding Block development. The submitter opposes the extent of the designation boundary which extends beyond the anticipated extent of works and seeks this be reviewed.
- 6.12 Submitter 8 is concerned about the extent of the corridor encroaching into the submitters' private outdoor space and the impact on an existing gabion rock wall. I note this submission has been coded incorrectly and relates to NoR W5.
- 6.13 Submitter 11, Neil Construction Limited, has interest in land at 69, 71, 73, and 94 Trig Road. The submitter would like clarity about the extent of land required within the corridor.
- 6.14 Submitter 21, Kāinga Ora Homes and Communities, has concerns about the extent of the corridor and proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of the OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.
- 6.15 I note a designation review condition is included in the NoR package (this condition is unnumbered). The condition is as follows:
- The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:

- (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
- (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

- 6.16 It is recommended the SGA project team review the extent of land within the corridor to ensure the least area of land as possible. I support submitter 21 in the suggestion of a review period to minimise disruption to property owners. It is recommended the existing designation review condition be updated with addition of the following clauses :

- (a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works:
 - (i) in conjunction with the landowner(s), review the extent of designation required for construction purposes and identify any areas that are no longer required for construction or operation 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.

7 NOR W2 Māmari Road

- 7.1 Māmari Road is an existing semi-rural road (including a section that is still only a paper road) that extends from the intersection of Brigham Creek Road and Totara Road in the north to the

intersection with Spedding Road in the south. I agree with the description provided in 10.3.5.1 of the AEE⁵.

- 7.2 The proposed Māmari Road upgrade will extend the corridor south to connect with Northside Drive.
- 7.3 As described in the AEE, Māmari Road will provide an important Frequent Transit Network (FTN) bus link with public transport priority lanes to connect commuters from Whenuapai to the future rapid transit station at Westgate (via Northside Drive).
- 7.4 This corridor is well located in terms of existing social infrastructure within Whenuapai. Whenuapai Settlement Playground and the Parkhouse eatery are located at the intersection of Brigham Creek Road / Totara Road. Across Totara Road is land zoned local centre and an existing neighbourhood centre is a short walk from the main intersection. As described in the AEE, Māmari Road will provide an important north-south connection between Whenuapai town centre and the proposed employment/industrial area (shown in purple in Figure 5).
- 7.5 A new designation is proposed to allow sufficient land to upgrade and extend Māmari Road from a 20-metre-wide rural corridor to a 30-metre wide four-lane urban arterial to Northside Drive with separated active mode facilities. The indicative cross section is shown in Figure 4 below.
- 7.6 I agree with the description within the AEE of the current zoning adjoining Māmari Road and description of intended land uses identified in the WSP. Under the AUP(OP), the land adjoining this corridor is predominantly FUZ with a small section of Residential-Single House zone to the north. The WSP identifies the majority of the Māmari Road corridor as Business-light industrial land with the northern portion residential and the town centre at the intersection of Māmari Road and Brigham Creek Road.
- 7.7 The general arrangement plans show clear pedestrian and cyclist pathways with berm at the intersection of Māmari /Brigham Creek and Totara Road leading to the existing lights. This indicative design is supported as it ensures safe access between the existing social infrastructure in Whenuapai and the future connection to Westgate Rapid Transport Station. I note that the general arrangement plans do not show specifically which cross sections apply to which part of the road. One indicative cross section shows space for trees whereas the other does not. The incorporation of trees into the overall design of the streetscape design will be important to ensure amenity and shade for pedestrians as well as to mitigate effects of climate change.



Figure 10-9: NOR W2 Māmari Road upgrade typical cross-section – corridor



Figure 10-10: NOR W2 Māmari Road upgrade typical cross section - bridge

Figure 4: Indicative cross section of Māmari Road

⁵ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume 2 P67

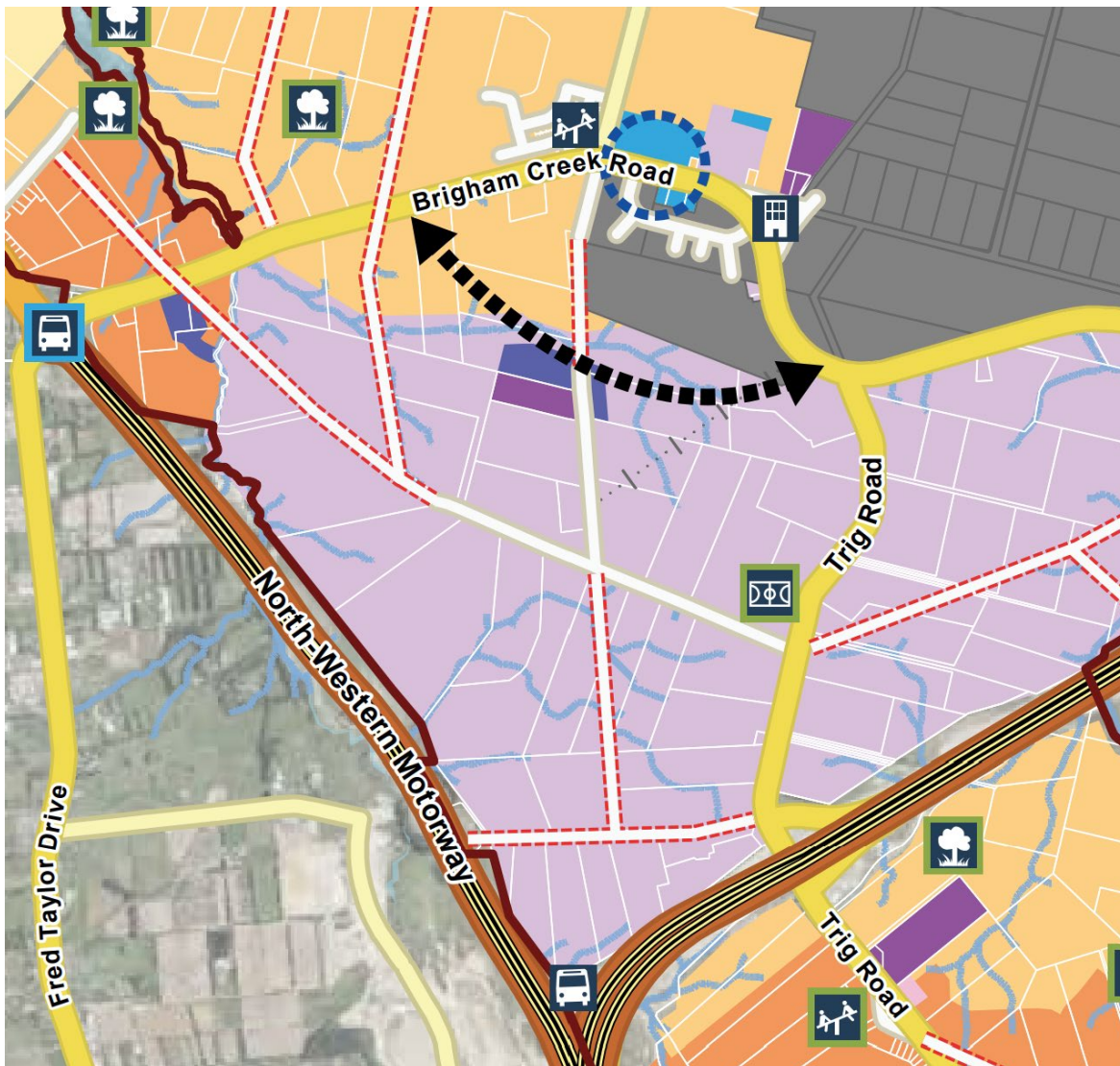


Figure 5: Part of WSP showing location of business – light industry land, south of Sinton Stream and bound by the North Western Motorway and Hobsonville Road

NoR W2 Submissions received

- 7.8 Sixteen submissions were received relating to NoR W2.
- 7.9 Submitter 5, Oyster Capital Limited, opposes the extent of the designation boundary, which extends significantly beyond the anticipated extent of works and request this is reviewed. This submitter also submitted on NoR W1 (refer to section 6.11).
- 7.10 Submitter 10, Woolworths New Zealand Limited, has an interest in land at 45 Brigham Creek Road. The submitter is concerned about the extent of designation which is some 7m into the site beyond the extent of works indicated. The submitter notes there is no obvious reason for the extent of designation, particularly as there are only minimal (cut) batters shown on the general arrangement plan (sheet 1).
- 7.11 Submitter 14, 41-43 Brigham Creek Road JV, owns the property at 41-43 Brigham Creek Road. The Site is subject to PPC86 which has been notified. The PPC seeks to rezone the Site from FUZ to MHU to enable urban development. The submitter seeks consideration and provision for local road connection to the Site in detailed design and implementation. The submitter raises concern around the timing of construction of the NoRs (being 2028-2037 for Brigham Creek Road NoR and 2028-2032 for the Māmari Road NoR). The submitter notes the WSP envisioned the Site would be redeveloped by 2028 and therefore seeks a reduced lapse period. From an urban design perspective, the upgrade of Māmari and Brigham Creek Roads will provide the transport infrastructure necessary from the Site to safely access the town centre and reserve, both of which are on the northern side of Brigham Creek Road.

7.12 Submission 16, Kāinga Ora Homes and Communities, is the same as that outlined in NoR W1, refer to paragraph 6.14.

7.13 Overall, it is recommended that SGA reviews the extent of corridor in relation to the submitters' land and work with submitters to refine the design to ensure access is retained and a suitable interface is provided with existing land uses.

8 NOR W3 Brigham Creek Road

8.1 Brigham Creek Road is an existing arterial road that extends from the intersection with SH16 in the west to the intersection with Hobsonville Road to the east. The proposed upgrade to Brigham Creek Road extends from Totara Creek bridge in the west, to Kauri Road near the existing SH18 Brigham Creek Interchange in the east⁶.

8.2 Brigham Creek Road upgrade will provide an east-west connection for all modes within Whenuapai and access to SH16, SH18 and local destinations including Hobsonville and Kumeū-Huapai. This NoR includes upgrades to the intersections with Totara Road/Māmari Road, Trig Road (North) and Kauri Road. All intersections along Brigham Creek Road are proposed to be signalised, with the exception of Trig Road (North), where a roundabout is proposed.

8.3 This NoR proposes to upgrade Brigham Creek Road from its current width of 20 metres to a 30-metre wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor. The indicative cross section is shown in Figure 6 below.

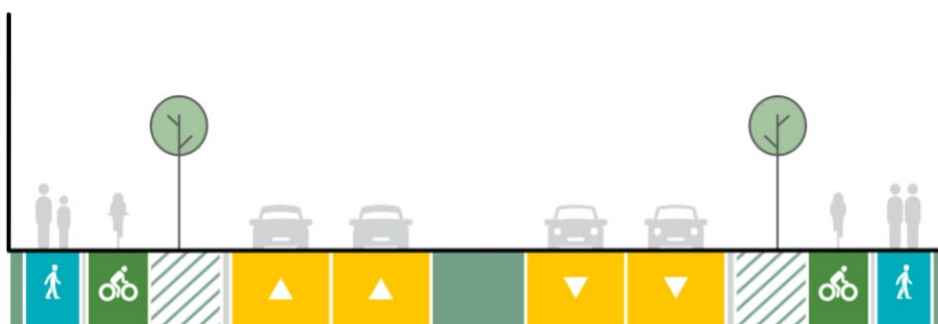


Figure 10-12: NOR W3 Brigham Creek Road upgrade typical cross-section – urban



Figure 10-13: NOR W3 Brigham Creek Road upgrade typical cross section – town centre

Figure 6: Cross section to show indicative design for Brigham Creek Road.

8.4 I agree with the description of the existing environment provided in the AEE⁷. The existing land use is FUZ for much of the area south of Brigham Creek Road with an area of medium density residential near the existing Whenuapai town centre. A lower density area is located on the southern side of Brigham Creek Road, between Māmari Road to the west and Tamatea Avenue to the east. The corridor then runs adjacent to RNZAF base (Whenuapai Airbase). All land between Hobsonville Road and the airbase is zoned FUZ.

⁶ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P73

⁷ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P77-78

- 8.5 I also agree with the likely future environment described in the AEE. Significant growth and change is planned for this area in the future. The WSP outlines the intent of the land use to transition over time to medium density residential in east and west and business on south side of Brigham Creek Road. The Whenuapai Airbase and associated land will remain. It is noted a future RTN station is proposed to be located near Brigham Creek (connecting to the RTN) however no exact location has been identified at this point in time.
- 8.6 The corridor is considered well located in terms of existing social infrastructure. As discussed in NoR W2, Brigham Creek Road is adjacent to Whenuapai Settlement Playground and the town centre. Three education facilities, Whenuapai Primary School, Whenuapai Kindergarten and New Shoots Childcare Centre are located within Whenuapai, all outside of the proposed designation area but walking distance to Brigham Creek Road. I agree that, *“existing open space areas and recreational activities are expected to remain unchanged. Schools in the area are expected to remain and could grow as the population in the area increases. It is likely additional community facilities will be provided as development occurs in the FUZ and the population in the surrounding area grows”*⁸.
- 8.7 It is noted that retaining walls are shown along existing residential blocks within Whenuapai. The interface condition along this part of the corridor is important particularly given the block between Joseph McDonald Drive and Boyes Avenue have front yards with permeable fencing fronting onto Brigham Creek Road. The block between Boyes Avenue and Ripeka Lane have driveways accessed off Brigham Creek Road. Given the design of this block, access cannot be taken from the rear as there are units behind that front Whenuapai Drive. It is noted the conditions of the ULDMP(s) require 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*
- 8.8 Although this condition is supported, inclusion of additional wording for these existing residential environments may be necessary as the detailed design of this interface will be important and high retaining walls in this location would not be appropriate. It is recommended the unnumbered ULDMP condition⁹ be amended to include the underlined.
- (iii) landscape and urban design details – that cover the following:
- a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i) Re-instatement of construction and site compound areas, driveways, accessways and fences.
 - j) Any retaining walls that will affect existing residential lots in Whenuapai 1 Precinct that adjoin Brigham Creek Road must be as low as practicable and of a suitable finish to ensure existing residential dwellings have outlook over the street.

NoR W3 Submissions received

- 8.9 Twenty-two submissions were received relating to NoR W3.
- 8.10 Submitter 7, Oyster Capital Limited, also submitted on NoR W1 and W2. As outlined in paragraph 6.11 the submitter is the Applicant of a recently approved PPC (PC69) which relates to Spedding Block Precinct. The submitter seeks the extent of the proposed designation boundary be amended and that the designation be removed once the road is constructed and operational. The submitter notes that a significant portion of the setback distance is required to

⁸ “ P80

⁹ NW Local Appendix B New Designation Proposed Conditions, P9

accommodate the expected batter slopes and that alternative land modification solutions (such as construction of retaining walls) could reduce land take requirements. After viewing general arrangement plan sheet 2 of 6, I agree with the submitters view. It is suggested the SGA Project Team review the extent of the designation and work with the submitter to find suitable land modification solutions.

8.11 Submitter 7 supports proposed Condition 3: Designation Review.

8.12 Submission 9 is incorrectly coded. This relates to NoR W4. This submitter is concerned property access will be affected.

8.13 Submitter 10 is concerned about the road widening in front of the retail block they own. The retail block address is not stated in the submission but it is presumed to be the retail block at 87 Brigham Creek Road, zoned Neighbourhood Centre. The submitter is concerned about the loss of car parking and timeframes provided. The general arrangement plans show a footpath in the location of the existing car parking.

8.14 Submitter 12, Neil Construction Limited, has interest in a number of sites including:

- 155-157 Brigham Creek Road (504m² proposed to be designated);
- 149 (151) Brigham Creek Road (entrance strip only – 2,772m² proposed to be designated);
- 2-10 Kauri Road Allot 481 PSH OF Waipareira (1,342m² proposed to be designated);
- 2-10 Kauri Road Lot 5 DP 64526 (5,275m² proposed to be designated);
- 2-10 Kauri Road Allot 525 PSH OF Waipareira (566m² proposed to be designated);
- 150-152 Brigham Creek Road (3,484m² proposed to be designated); and
- 73 Trig Road (601m² proposed to be designated).

The submitter is concerned with the alignment, extent and levels shown in the general arrangement plans as these are different to those agreed with the SGA Team. The Submitter requests that the extent of the proposed NoR W3 designation along Brigham Creek Road and Kauri Road be amended to coincide with the 5m building line restriction ('BLR') imposed on 2-10 Kauri Road. From an urban design perspective, there is a need to ensure a suitable interface between the proposed corridor and development. It is presumed the lot layout shown has not been submitted for resource consent.

8.15 Submitter 13, Woolworths New Zealand Limited, owns the site at 45 Brigham Creek Road. This submission also relates to NoR W2 and is described in paragraph 7.10 of this memo.

8.16 Submitter 15, owner of 96 Trig Road, is concerned about the extent of property required, including through the middle of the property and loss of access. This site is next to the proposed Brigham Creek Road/Trig Road roundabout. From the general arrangement plans, access appears to be unchanged in this NoR but is shown within the Trig Road NoR (W1) where a batter (cut) will affect access to the existing driveway, see Figure 7. It is recommended the SGA Project Team review NoRs W1 and W3 together to ensure property access to the submitter's site is retained

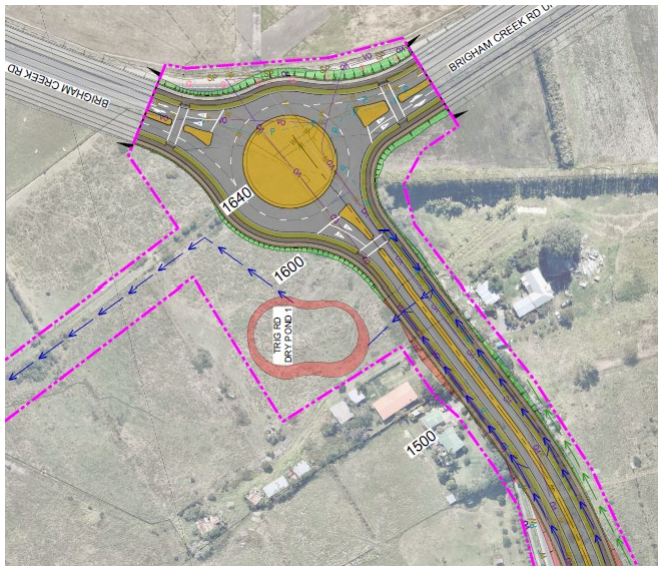


Figure 7: General arrangement plan 3, NoR W1 to show cut batter where existing driveway located for 96 Trig Road

- 8.17 Submitter 20, 41-43 Brigham Creek Road JV, owns the site at 41-43 Brigham Creek Road that is subject to Private Plan Change 86 (“PPC86”). This submission is discussed in paragraph 7.11 in relation to NoR W2.
- 8.18 Submitter 22, Kāinga Ora Homes and Communities, has concern about the extent of the corridor. This is discussed in paragraph 6.14.

9 NOR W4 Spedding Road

- 9.1 Spedding Road is an existing road from Trig Road (North) in the east, intersecting with the southern portion of the existing Māmari Road. Through this NoR Spedding Road is proposed to be extended both east and west through Whenuapai, with a new intersection over SH16 to Fred Taylor Drive and Hailes Road in Redhills, and east from Trig Road (North) via a new section connecting to Hobsonville Road over SH18. I agree with the description of the existing environment provided in the AEE¹⁰.
- 9.2 The AEE describes the project as an “*upgrade and extension (which) will provide a connection between residential land in Redhills North, employment land in Whenuapai and the proposed RTN station (a non- SGA project). This connection will reduce the severance created by the State Highway and provide a crossing that supports local movement, via cars, public transport and active modes.*”¹¹
- 9.3 It is proposed to upgrade the existing 14 m wide corridor and form a new 24 m wide two-lane arterial cross section with separated cycle lanes and footpaths on both sides. The indicative cross section is shown in Figure 8.
- 9.4 The WSP identified business and industrial land uses surrounding the majority of the corridor with a mix of high and medium density residential land use to the south of SH18. There are currently no community or recreational facilities adjacent to the proposed Spedding Road. As noted in the AEE, it is likely additional community facilities will be provided within the FUZ at Redhills and Whenuapai as the area is developed.

¹⁰ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P104

¹¹ AEE, P85

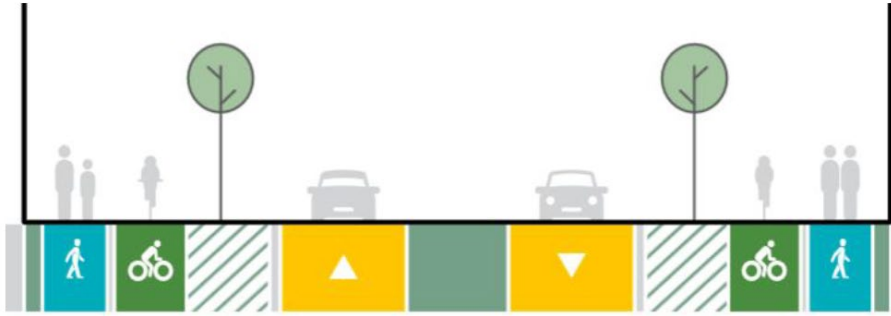


Figure 10-17: NOR W4 Spedding Road typical cross section – corridor and bridge

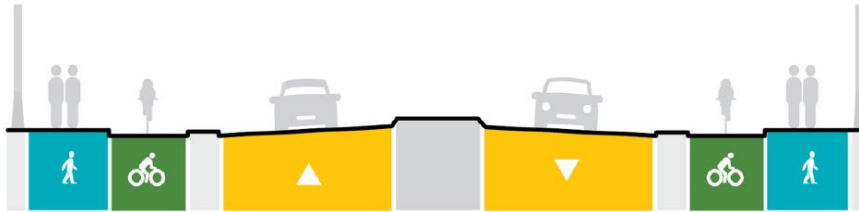


Figure 10-18: NOR W4 Spedding Road typical Cross section – two lane bridge

Figure 8: Indicative cross section of Spedding Road.

NoR W4 Submissions received

- 9.5 Seventeen submissions were received relating to NoR W4. Given the current rural and industrial nature of the land in this location, these submissions do not relate to urban design effects. I make comments on two submissions which relate to the extent of the corridor.
- 9.6 Submitter 3, Oyster Capital Limited, also submitted on NoR W1, W2 and W3. As outlined in paragraph 6.11, the submitter is the Applicant of a recently approved PPC (PC69) which relates to Spedding Block Precinct. The submitter notes that the NoR allows for a large strip of land, which varies in width between 25m-40m, to the south of the proposed physical extent of Spedding Road extension and is unclear what the rationale is for this. The submitter seeks the extent of the proposed designation boundary be amended and that the designation be removed once the road is constructed and operational. The submitter supports the inclusion of the designation condition.
- 9.7 Submitter 17, Kāinga Ora, has concerns about the extent of the corridor. This is discussed in more detail in paragraph 6.14.

10 NOR W5 Hobsonville Road

- 10.1 Hobsonville Road is an existing arterial corridor over 4 km in length. The existing corridor extends from SH16 in the west to Hobsonville Point Road and Buckley Avenue / Squadron Drive in the east. It is proposed to upgrade Hobsonville Road from the intersection with Oriel Avenue in the west to the intersection with Memorial Park Drive in the east. This NoR proposes an alteration to an existing Designation - 1437. The assessment in the AEE is limited to works beyond the extent of the existing designation.
- 10.2 Hobsonville Road provides an important east-west connection from Westgate to Hobsonville and will link into key connections at Trig Road (North), Brigham Creek Road and the extended Spedding Road. The alteration to the existing Hobsonville Road designation is proposed to upgrade Hobsonville Road, between Oriel Avenue and Luckens Road and from between Brigham Creek Road and Hobsonville Point Road to a 30 m wide four-lane arterial. Between Luckens Road to Memorial Park Drive it is proposed to widen this to a 24 m wide two-lane arterial. Active mode facilities will be provided on both sides, along the entire corridor. See Figure 9 for indicative cross sections.



Figure 10-22: NOR W5 Hobsonville Road upgrade typical 30m cross-section



Figure 10-23: NOR W5 Hobsonville Road upgrade typical 24 m cross section

Figure 9: Indicative cross sections of Hobsonville Road

- 10.3 I agree with the description of the existing and planned environment provided in the AEE¹². Of note, the southern side of Hobsonville Road is constrained by residential dwellings and the northern side (from Memorial Park Lane to Westpark Drive) contains commercial and industrial properties. The northern side between SH16 and Trig Road is zoned residential and generally consists of one and two storey residential dwellings, behind the residential zone is rural land use (zoned FUZ). The northern side of the road, between Trig Road and Westpark Road, is also rural, zoned FUZ. The WSP identifies the area to the north of the corridor as business-light industry and the area to the south as residential- medium density.
- 10.4 Hobsonville Road has a number of existing community facilities and amenities. The key locations being Memorial Park, the local centre adjacent to the intersection of Hobsonville Road, Wiseley Road and Clark Road, Hobsonville Secondary School, Hobsonville Primary School and local shops opposite the school (off Dowdens Lane) and the block between Sinton Street and Brigham Creek Road containing the New World supermarket, cafes and restaurants. The proposed corridor will ensure a suitable interface for these existing facilities, subject to detailed landscape plans.
- The block containing the current New World supermarket proposes walking and cycling facilities along the corridor with no identified retaining / batters,
 - Fill batters are shown on the general arrangement plans adjoining Hobsonville Primary School and the local shops opposite the school.
 - Retaining walls are shown adjoining the local centre (Hobson Centre) with a proposed cycleway. I note separated walking and cycling facilities are not shown on the general arrangement plans¹³ but are referenced in the AEE and indicative cross sections.
- 10.5 A ULDMP condition is proposed¹⁴. The wording of this condition is supported, subject to minor amendments to ensure consistency with other NoR ULDMP conditions.

NoR W5 Submissions received

- 10.6 Sixty-two submissions were received relating to NoR W5. These submissions raise concerns around effects on existing business uses, property access and extent of the designation.

Effect on existing businesses

- 10.7 Submitter 3, ACCR Holdings Limited, owns 187 Hobsonville Road. It is used as a commercial premise. The submitter is concerned that the designation extent will result in a loss of car parking and established hedging for privacy and acoustic reasons. From the general

¹² Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P98

¹³ NW Local Arterials – General Arrangement Plan, SGA-DRG-NWE-002-CI-7107 Rev B

¹⁴ NW Local Arterials Appendix B Alteration to Existing Designation Proposed Conditions, Condition 9, P7

arrangement plan (sheet 4 of 7) it appears the extent of corridor could be reduced to lessen the impact on this commercial property.

- 10.8 Submitter 18, Waitakere Licensing Trust, own 118 Hobsonville Road. The submitter is concerned that the Requiring Authority is designating more land than required. The general arrangement plan (sheet 6 of 8) shows a large part of the submitter's property proposed to be designated; however, the proposed physical works requires much less of the submitter's site.
- 10.9 Submitter 19, BW Holdings Limited, owns the property at 193 Hobsonville Road. The submitter's site is a childcare and early education centre. A resource consent and business requirement is that off-street parking be maintained, this is located at the front of the property. The submitter is concerned with any loss of vehicular access and/or carparking. The submitter generally supports condition 9 ULDMP except that in part (d)(ii) vehicular connectivity should also be required. Sheet 4 of 7 of the general arrangement plans show an area of fill batter but no other physical works within this site. I agree with the submitters suggested amendment to condition 9. This would read:

(iii) Provides appropriate walking, cycling and vehicular connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections.

- 10.9 Submitter 21, 393 Ltd and Upper Harbour Medical Centre, is concerned about the extent of the designation and the impact this will have on existing car parking at 393 Hobsonville Road. The submitter's site is a medical centre, zoned Business- Local Centre. The general arrangement plan depicts fill batters where 9 existing car parking spaces are located. The submitter requests a review of the extent of road widening - seeking it revert to the 11.5 metres that had been granted in the resource consent.
- 10.10 Submitter 24, Moors Holdings Limited, own 1 Wisely Road or 407-409 Hobsonville Road. The property contains a commercial building with 31 carparks which are used by tenants, their customers, and clients. The proposed alteration to the existing designation will remove all but two car parking spaces and one vehicular access. The submitter requests retaining walls are considered as an alternative to batter slopes in relation to the submitters' property. The submitter is also concerned about maintaining property access and seeks to establish an egress onto Hobsonville Road and the existing access from Wisley Road remains and adequate off street parking for a minimum of three commercial tenants and customers.
- 10.11 Submitter 33, Viscount Investment Corporation Limited, owns a property at 122 Hobsonville Road. This site is within Hobsonville Corridor sub precinct B with an underlying zone of Business- Local Centre. The submitter obtained resource consent in 2016 for the development of a commercial centre¹⁵. The submitter is concerned that the extent of the corridor would compromise good urban design outcomes as the development has been designed to front Hobsonville Road and Sinton Street and provide a mainstreet through the centre of the site. The development is designed to provide active street frontages as anticipated by the Hobsonville Corridor Precinct. The submitter is also concerned that the central raised median on Hobsonville Road that would prevent vehicles turning right into the Precincts main street.
- 10.12 Where there are existing resource consents, these form part of the environment and need to be taken into account accordingly to ensure that arterial roads are designed to support the new centre. It is recommended that the SGA Project Team review the extent of designation and consider the central median in relation to the submitters resource consent.
- 10.13 Submitter 38, The Saint Johns College Trust Board, owns a property at 124 Hobsonville Road which is managed by Trust Investments Management Limited. This property contains the Hobson Centre. The submitter is concerned about the extent of the corridor shown on Auckland Councils GIS map compared to the extent shown on the general arrangement plans and seeks confirmation that the general arrangement plans are correct and that the existing access and parking in front of the retail buildings off Hobsonville Road will be maintained as shown on the general arrangement plan.
- 10.14 Submitter 40, GR & CC McCullough Trustee Limited, owns land at 403 and 403A Hobsonville Road. The submitter is also the tenant of 403A Hobsonville Road, operates the Hobsonville Veterinary Clinic and is landlord for the residential property at 403 Hobsonville Road. The

¹⁵ RC reference LUC-2015-2167, SUB-2015-2168, REG-2016-1966

submitter is concerned with the extent of the designation which extends right up to the building occupied by the vet clinic. This will remove all customer and staff parking plus signage. It will also affect access to the rear site (403 Hobsonville Road). The general arrangement plans (sheet 6 of 7) show a fill batter along the frontage but no other physical work within the carparking area associated with the vet clinic.

- 10.15 Submitter 42, Corinthian Properties Ltd (“Corinthian”), was the original owner and developer of 102C Hobsonville Road. This site obtained resource consent in 2017¹⁶ for a mixed-use commercial development of three buildings, 101 car parking spaces, signage and landscaping with a series of subsequent s127 variations. The corridor extent will affect the landscaped garden along the site’s frontage to Hobsonville Road, a freestanding sign and one car parking space. The loss of the landscaped garden is of concern from an urban design perspective as this would result in carparking fronting the street rather than the landscape which softens the frontage. The general arrangement plan (sheet 4 of 7) shows fill batter along the frontage. To ensure a suitable level of amenity, as intended by the resource consent, the landscaped garden should be retained. I note the designation boundary shown on the general arrangement plan is less than that shown on the Auckland Council GIS maps therefore it is unclear the extent of the submitter’s site required.
- 10.16 Submitter 56, The National Trading Company of New Zealand Limited, owns property at 120 Hobsonville Road. The submitter’s site comprises the New World Hobsonville supermarket and other shops that front Hobsonville Road. The Submitter is concerned that the extent of the designation will affect the frontage of the street facing shops which act to activate the edges of Hobsonville Road. I agree the SGA project team need to clarify if these street facing shops will be affected as they create a positive street frontage to Hobsonville Road.
- 10.17 It is recommended the SGA project team review the extent of the corridor required and work with the above submitters on the detailed design in relation to the interface with Hobsonville Road. Retaining walls opposed to batters may be more suitable given the existing businesses fronting Hobsonville Road the location of the car parking area associated with these businesses.

Extent of designation

- 10.18 Submitter 23, Oyster Capital Limited, also submitted on NoRs W1, W2, W3 and W4. As outlined in paragraph 6.11 the submitter is the Applicant of a recently approved PPC (PC69) which relates to Spedding Block Precinct. The submitter is concerned about the extent of the designation shown.
- 10.19 Submitter 51, CDC Date Centres New Zealand Limited, is concerned about the extent to which the designation boundary appears to extend significantly wider than would be reasonably expected for the installation of a stormwater pipe and for road upgrades along the frontage. It seeks the designation be removed from the site at 92 and 92D Hobsonville Road.
- 10.20 Submitter 58, Kings Height Group, the owner of 82 Hobsonville Road would like to reduce the NOR land on western edge of the site (triangular shape). I note only a small area of batter is shown in this part of the site.
- 10.21 Submitter 60, Kāinga Ora, also submitted on NoRs W1, W2, W3 and W4, please refer to paragraph 6.14.

REDHILLS AND RIVERHEAD TRANSPORT CORRIDORS

11 NOR RE1: Don Buck Road

- 11.1 As described in the AEE, Don Buck Road is an existing two-lane arterial extending from Fred Taylor Drive in the north to Swanson Road and Universal Drive in the south. The NoR proposes to upgrade a section of this corridor from Royal Road to the intersection with Fred Taylor Drive to a 30m four lane arterial with separated active mode facilities on both sides and bus lanes, see Figure 10 below for the indicative cross section. The intersection at Fred Taylor Drive is proposed to be altered from a roundabout to a signalised junction. This upgraded corridor is intended to provide a key connection to the Westgate metropolitan centre and a multi-modal alternative to the state highway for north-south trips. A Westgate RTN station is planned in the metropolitan area which will link to the strategic public transport network and the CBD. Don Buck Road will form an important link through to this station.

¹⁶ RC reference LUC60069803

11.2 I agree with the description of existing and future environment within the AEE¹⁷. As an urban corridor, a range of existing community and recreational facilities are located along Don Buck Road, including:

- St Pauls Primary School (Special Purpose – School Zone) and Westbridge Residential School (Ministry of Education Designation 4646) on the east side of Don Buck Road
- Massey Leisure Centre and Library located on the corner of Westgate Drive and Don Buck Road, including sporting facilities and bookable spaces
- Open Space - Informal Reserve at Rush Creek Reserve and outdoor fields facilities at Royal Reserve, set back off Beauchamp Drive
- Private community facilities, including Massey Presbyterian Church at 510 Don Buck Road, the Salvation Army store at 532 Don Buck Road (site now owned by Universal Homes). Kingdom Hall of Jehovah’s Witness at 505 Don Buck Road
- Commercial facilities in the form of shops and services close to the intersection with Fred Taylor Drive

11.3 It is likely additional community facilities will be provided as development occurs and the population in the surrounding area increases. The area within the Redhills basin (existing greenfield live zoned land) will introduce new residents and expanded community. The I610 Redhills Precinct plan identifies a new Business – Local Centre and indicative new recreation spaces.

11.4 The proposed designation will ensure a suitable interface with these existing facilities, subject to detailed landscape and earthwork plans.

- The corner of Fred Taylor Drive and Don Buck Road contains an existing commercial area. Batter slopes are proposed on the eastern side of this road with a small area of retaining. It is important existing vehicle access be retained / reinstated to this area.
- The interface with Massey Recreation Centre proposes batter slopes. It is noted the existing access is off Westgate Drive.
- Retaining walls are proposed on part of the corridor where the Salvation Army store is located. The AEE identifies this site is now owned by Universal Homes¹⁸ but Submission 9 states this site remains in ownership of Salvation Army. A key concern for this site is the edge condition to Don Buck Road and vehicle access.
- The access road to St Pauls Primary School is unchanged, the walking and cycling facilities along the corridor will provide improved access for all modes to this school.
- A small area of batter slope is shown adjoining Massey Presbyterian Church. Any earthworks / landscape plan will need to ensure vehicle access to this site is retained as the bund is shown within the driveway.
- The existing Kingdom Hall of Jehovah’s Witness at 505 Don Buck Road currently has access from Don Buck Road. An area of this site is required to have battered slopes. Existing vehicle access will need to be reinstated.

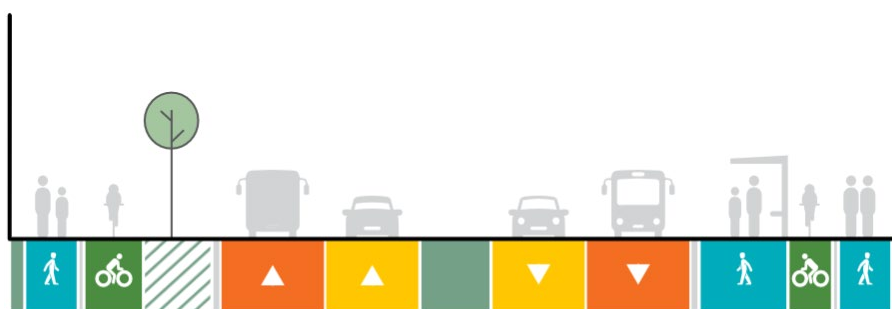


Figure 10: Indicative cross section

NoR RE1 Submissions received

¹⁷ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P131

¹⁸ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P115

- 11.5 Twenty-five submissions were received relating to NoR RE1.
- 11.6 Submitter 3, Waitakere Licensing Trust, is the landowner of the site at 1-3 Cellar Court, Massey. The submitter is concerned at extent of the designation and seeks greater clarity and detail, particularly about the corridor width.
- 11.7 Submitter 6, Restaurant Brands Limited, is the leaseholder of the property at 583-585 Don Buck Road. The site is occupied by a KFC drive-through restaurant and ancillary at-grade customer parking. The submitter is concerned with number of matters but of relevance from an urban design perspective is the loss of landscaping along the street frontage. The conditions of the resource consent require, amongst other things, that the existing landscaping along the site's frontage to Fred Taylor Drive and Don Buck Road be maintained, with any tree or plant that is removed required to be replaced and maintained in the following planting season. This consent requirement will need to be adhered to.
- 11.8 Submitter 9, The Salvation Army New Zealand Trust, owns the site at 532 Don Buck Road. The site contains a community facility used as a retail store and auditorium. The submitter obtained resource consent in March 2023 (LUC60354321-B) to extend the existing building and alter the car parking layout. The existing vehicle access from Don Buck Road will be removed and new vehicle crossings from Kapia Road and Manarini Road are proposed. A timber retaining wall is proposed in the south-eastern corner of the site to form the new car park. The submitter is concerned that the fill batter shown in the general arrangement plans at the south-eastern corner of 532 Don Buck Road extends over a consented carpark and accessway within the site. The submitter requests this is replaced by a retaining wall as per the consented resource consent. From review of the general arrangement plan (sheet 1 of 2) it is noted that a retaining wall is proposed along the rest of this site's frontage therefore the full extent in retaining will provide a suitable streetscape interface to Don Buck Road, subject to detailed design.
- 11.9 Submitter 9 also requests an amendment to the Designation Review Condition in terms of timeframe.
- 11.10 Submitter 15, Universal Homes, is the landowner of the West Hills Development which includes 550 Don Buck Road, Westgate. Universal Homes is one of Mein Urban Design and Planning Limited's clients and I am currently providing urban design advice and assessment for development projects within Stage 6 of West Hills. The land affected by the proposed NoR is distinct from Stage 6 and therefore, while I am reviewing the NoRs on behalf of Auckland Council, I do not consider this to be a conflict. The submitter is concerned that the Requiring Authority is designating more land than is required and has not considered existing ground conditions which have altered through various bulk and earthwork consents. An existing consent has been granted for a walk-up apartment building, which is currently under construction. This includes new retaining walls and associated works within the extent of area identified for the designation.
- 11.11 Submitter 18, Bunnings Ltd ("Bunnings"), has a landholding of 2.7 hectares at 21 Fred Taylor Drive. The submitter is concerned with the extent of the proposed designation boundary. The submitter also notes that the site was developed in accordance with a number of approved resource consents, the most recent of which included a specifically commissioned sculpture/art work designed by a prominent Māori artist. It is not clear from the proposed plans, the extent to which the proposed designation boundary will compromise the sculpture/art work.
- 11.12 Submitter 21, The National Trading Company of New Zealand Limited, owns the properties at 17 – 19 Fred Taylor Drive, Westgate which comprise the Pak 'n' Save Westgate complex (the "Site"). This submission relates to both NoRs RE1 and NoR2b: Redhills East-West Arterial Transport Corridor – Baker Lane. The submitter is concerned that the designation, as shown in the general arrangement plan, includes both vacant land and land containing buildings on the Site. From reviewing the general arrangement plan – Sheet 1 of 2, I agree with this. The submitter seeks confirmation that the NoR does not, and will not, cover parts of the Site where there are existing buildings. The submitter also raises concerns about traffic effects in terms of access to the Site via Te Oranui Way.
- 11.13 Submission 25, Kāinga Ora, also submitted on NoRs W1, W2, W3, W4 and W5, please refer to paragraph 6.14.
- 11.14 Where there are existing resource consents, these form part of the environment and need to be taken into account accordingly to ensure that arterial roads are designed to support new development. It is recommended that the SGA Project Team reviews the extent of designation and physical works in relation to the above submitters' resource consents. It is also recommended that any earthworks and battering that extends beyond existing property

boundaries be designed in consultation with the relevant property owners to minimise any impact to private land.

12 NOR RE2: Fred Taylor Drive

12.1 NoR RE2 is an alteration to an existing designation (1433) for the purposes of upgrading Fred Taylor Drive from a two-lane arterial to a 30 m wide four lane arterial, with separated active mode facilities. See Figure 11 for an indicative corridor cross section. The designation extends from just north of Hailes Road to just north of Te Mara Road to the south. The proposed footprint of the designation is shown in Figure 12. Fred Taylor Drive serves as the spine of the Redhills North area and will provide access to a future rapid transit station and the strategic highway network. The intent of this upgrade is to provide a multimodal link to Westgate metropolitan centre and support active modes and public transport priority¹⁹.

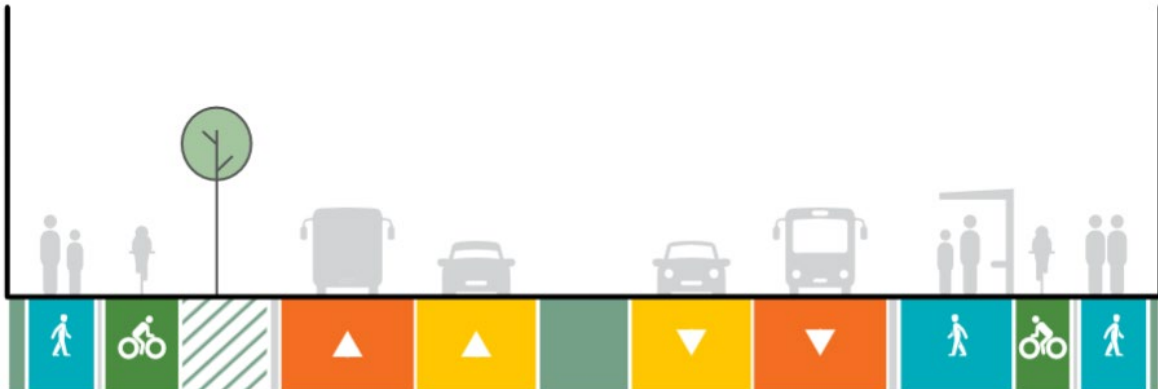


Figure 11: Indicative cross section to show upgraded Fred Taylor Drive corridor



Figure 12: Footprint of proposed designation

12.2 I agree with the description of the existing and planned environment provided in the AEE²⁰. The northern part of the corridor is currently rural in use and zoned FUZ, therefore it is likely to

¹⁹ “ P134

²⁰ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P121

change in the future. The area to the east is zoned Business - Light Industry and area to the west is zoned Residential - THAB. From aerial maps, it is notable that the residential area to the west is currently undergoing earthworks to enable residential development. See Figure 13. There is currently no structure plan for Redhills North FUZ, however the NW Spatial Strategy identifies a Business – Light Industry Zone on the east and a Future Neighbourhood Centre near Fred Taylor Park.

- 12.3 As described in the AEE, there are limited community facilities along Fred Taylor Drive²¹. Given this land is currently in the process of being developed, it is likely new community facilities will be developed within the area in the future.
- 12.4 The general arrangement plans show a suitable interface with existing dwellings along the corridor. It is noted some existing dwellings will have fill batters within their frontage, the detailed design of these will be important to ensure a suitable interface is provided between the existing dwellings and road. A ULDMP condition is proposed which requires details of how the project *“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”*²². This condition is considered adequate to address the interface with existing dwellings.



Figure 13: Aerial view showing earthworks on the western side of Fred Taylor Drive, within Redhills

NoR RE2 Submissions received

- 12.5 Twenty submissions were received relating to NoR RE2.
- 12.6 Submitter 5, New South Development Limited and Lunar Trustee Services Limited, is the owner and developer of 98 and 100 Fred Taylor Drive. Resource consent has been granted (reference LUC60406259) to enable construction of a fully signalised cross-roads intersection between Fred Taylor Drive, Kakano Road and Henwood Road. The submitter is concerned that the NoR

²¹ Te Tupu Ngātahi – Supporting Growth (2022) North West Local Arterials Assessment of Effects on the Environment Volume, P123

²² NW Local Arterials Appendix B Alteration to Existing Designation Proposed Conditions Condition 9d(i)

plans do not show how the upgraded and widened FTD / Kakano Road intersection will integrate with the already consented and proposed Henwood Road intersection design.

- 12.7 The submitter is currently in the process of preparing a resource consent application to develop the site with two rows of two- and three- storey townhouses. The submitter is concerned about the impact the extent of the corridor into the site's frontage will have on the proposed site layout. Based on the general arrangement plans, most of the area located within the proposed NoR boundary will be used for battering the land and for the construction of the batter slope. The submitter considers there is an opportunity to incorporate the batter into the design of the development of the site, thus enabling the extent of the designation to be reduced.
- 12.8 Submitter 9, Bright Future Group Limited, owns 124 Fred Taylor Drive. The submitter is concerned that the NoR will adversely affect the current resource consent application (BUN60405280) which has been accepted by Auckland Council. This includes the 9 lot super-lot subdivision of the property, for future medium to high density development, and the associated infrastructure and earthworks required to prepare the site for development. The Submitter is also in the process of preparing a land use resource consent for the subject site. I note this is not lodged. The design was based on a 5m setback as per the existing designation. The intent of the site layout proposed is to create an active street frontage along Fred Taylor Drive. In my opinion this would create positive outcomes from an urban design perspective in terms of active fronts and passive surveillance over Fred Taylor Drive, and aligns with the intent of the THAB zone. I note the extent of the corridor shown in the general arrangement plan is greater than the area showing physical work therefore it is recommended the SGA Project team review the extent of the corridor on the subject site and consider alternatives to battering.
- 12.9 Submitter 9 also raises concern that the current proposed arrangement plan for the NoR does not appear to consider the precinct plan and the intended range of arterial and collector roads which have been loosely planned in order to ensure connectivity to a range of land uses occurring either side of and between arterial roads throughout the Redhills Precinct. I support the alignment of the corridor as proposed and note the roads shown with the Redhills Precinct Plan are indicative only.
- 12.10 Submitter 12, Amazon Data Services New Zealand Limited, owns 73 and 75 Fred Taylor Drive. The submitter is in the process of preparing an application for Resource Consent (Main Works Resource Consent) to develop the site and is concerned with the extent of land proposed to be taken through the NoR. Stage 1 of the development, being the Enabling Works, was consented by Auckland Council in February 2023 (Reference: BUN60409375) and works commenced on site in early March.
- 12.11 Submitter 16, Redhills Green Limited (RGL) has made a submission that relates to several NoRs – including three within the HIF being Redhills North-South Arterial (NoR1), Redhills East-West Arterial Transport Corridor – Dunlop Road (NoR 2a), Redhills East-West Arterial Transport Corridor – Nixon Road Connection (NoR 2c) and North West Local Network: Alteration to designation 1433 Fred Taylor Drive (NoR RE2).
- 12.12 The submitter owns approximately 260 hectares of land affected by these NoRs. The submitter has undertaken masterplanning of their landholdings within Redhills Precinct, referred to as 'Redhills Green' to inform subdivision and development in accordance with the Redhills Precinct. RGL has also obtained earthworks and subdivision consents to develop the first area of their landholding, which comprises a 45ha block at 1 Dunlop Rd and 76-78 Fred Taylor Drive and adjoins Fred Taylor Drive and Dunlop Road - reference (BUN60376072), which comprises the creation of mega lots with a key roading network.
- 12.13 RGL opposes the proposed designation boundaries in a number of locations, on the basis there are several areas which do not lead to optimal urban design outcomes, do not accord with the Redhills Precinct Plan and/or would not enable cost-efficient or environmentally responsible development of adjacent land in the Redhills area. The Submitter requests that the NoRs reflect the road layout and intersections approved under subdivision consent BUN60376072. They also seek confirmation in the designation that intersections will be accepted along the arterial network in principle, including in locations shown on the Redhills Precinct Plan.
- 12.14 The submitter supports the inclusion of an ULDMP condition however it is noted that this is required prior to the start of construction rather than at the time of detailed design/outline plan/resource consent for the works. There is also no requirement for consultation with stakeholders in relation to the preparation of this plan. It is submitted that condition 9 should be amended to address these concerns and ensure that key urban design and landscape

outcomes for the adjacent development are provided for. The submitter suggested the following amendment to Condition 9 for NoRs RE2, 1, 2a, 2b or 2c:

- a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The ULDMP for each stage of works must be prepared in consultation with the landowner.
- b) ...
- c) The ULDMP shall be prepared in general accordance with:
...
vi. The Design Guides and Urban Design and Landscape framework prepared for Redhills Green.

12.15 The submitter supports the inclusion of a Designation Review condition for all NoRs that requires the review of the need for the designation following completion of construction, and, if no longer required, removal of the designation. However, RGL seeks that this timeframe is reduced from 6 months to 3 months to minimise the length of time the designation unnecessarily impacts on use of the subject land.

12.16 Submitter 20, Kāinga Ora, also submitted on NoRs W1, W2, W3, W4, W5, RE1, please refer to paragraph 6.14.

13 NORR1: Coatesville Riverhead Highway

13.1 Coatesville-Riverhead Highway is an existing north-south corridor that starts at SH16 in the south, continues through Riverhead and terminates at the intersection with Dairy Flat Highway in the north.

13.2 A new designation is proposed to upgrade Coatesville-Riverhead Highway from its current width of approximately 20m to a 24m urban cross section and a 33m rural cross section, see Figure 14 and Figure 15 for indicative cross sections. The proposed designation extent is limited to the section between the existing Riverhead settlement (at Riverhead Road) and SH16. The designation includes a shared path in the rural section and separated active mode facilities on both sides in the urban section, as well as intersection upgrades at Riverhead Road, Old Railway Road.



Figure 14: Indicative urban section

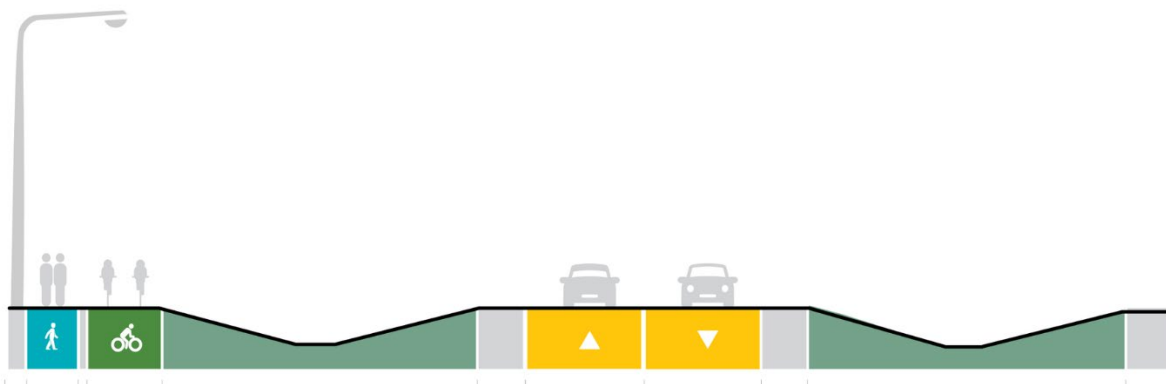


Figure 15: Indicative rural section

- 13.3 I agree with the description of the existing and planned environment provided in the AEE. The southern section is rural in use and the northern section (from Short Road north) is existing residential development with FUZ land to the west. The rural area is unlikely to change significantly, as it is outside of the Rural Urban Boundary (RUB). Within the RUB, the western FUZ side of Coatesville-Riverhead Highway will urbanise, and a new neighbourhood centre and expanded existing town centre have been identified in the Spatial Strategy.
- 13.4 A range of existing community and recreational facilities are located along Coatesville-Riverhead Highway. The proposed interface of the corridor is acceptable given the nature of these existing facilities.
- 13.5 I support the detail shown in the general arrangement plans. However, it is unclear why the area outside Boric Food Market starts as a separated active mode path and then becomes a shared path. From an urban design perspective either shared path or separated modes are acceptable in this location but should be one or the other, see Figure 16 for detail of this area.

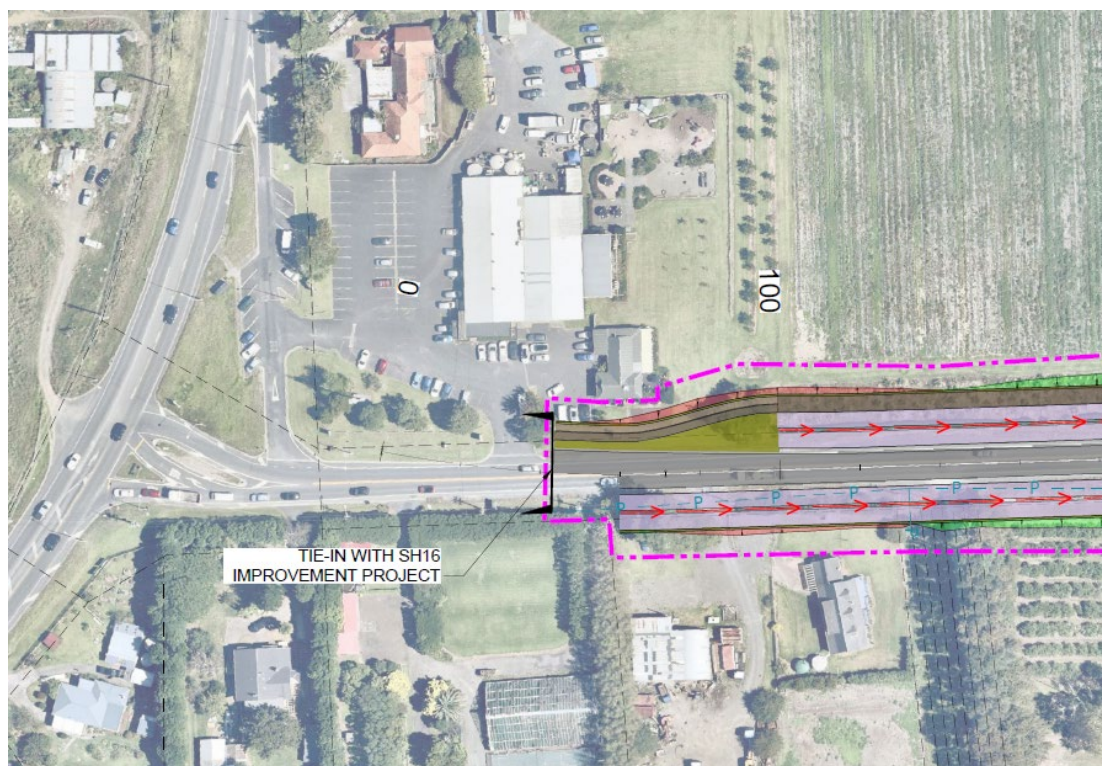


Figure 16: Separated walking/ cycling pathway outside Boric

NoR R1 Submissions received

Twenty-nine submissions were received relating to NoR R1. None of these relate to urban design effects. I do note submission 29 is from Kāinga Ora, which is discussed in paragraph 6.14 of this memo.

Urban Design Assessment of individual NoRs: Housing Infrastructure Plans

14 Redhills

- 14.1 AT is proposing to construct two arterial transport corridors in Redhills over the next 15 years. These two arterial transport corridors form the Redhills Arterial Transport Network (RATN), under the Te Tupu Ngātahi Supporting Growth Programme.
- 14.2 NoR 2a, 2b and 2c seek designations for the construction, operation and maintenance of the Redhills East-West arterial transport corridor. NoR 1 seeks designation for the construction, operation and maintenance of the Redhills North-South arterial transport corridor.
- 14.3 From an urban design perspective, I generally support the routes proposed. Combined comments on these NoRs are provided below. A map showing the location of each NoR within the RATN is shown in Figure 17.

Notice of requirement
NoR1: Redhills North- South Arterial Transport Corridor Blue line
NoR2a: Redhills East-West Arterial Transport Corridor – Dunlop Road Orange line
NoR2b: Redhills East-West Arterial Transport Corridor – Baker Lane Yellow line
NoR2c: Redhills East-West Arterial Transport Corridor – Nixon Road Connection Navy line



Figure 17: Map to show Redhills NoRs

- 14.4 The RATN consists of an East-West and a North-South arterial transport corridor (referred to as the E-W Project and the N-S Project respectively), each with capacity for a two-lane arterial standard carriageway and new footpaths and dedicated cycleways on both sides of the road. The indicative cross section is shown in Figure 18. To safely connect into the existing road network, the RATN also includes the upgrade of existing intersections where the new corridors will connect.

- 14.5 The existing environment and key features surrounding and within the RATN are described within section 3.2 of the Urban Design Evaluation²³. I agree with the description provided. This outlines that the Redhills area is predominantly rural in character. The lower northern portion of the Redhills area bordering Fred Taylor Drive is currently transitioning from rural to more urban/suburban as the greenfields land is developed.
- 14.6 The wider Redhills area is zoned for a range of residential and business land uses under the AUP:OP and this development is set to continue on the balance of land in general accordance with the Redhills Precinct Plan. Figure 19 shows the proposed new roads with zoning plan. Land use along the eastern extent (along Don Buck Road and Royal Road) is generally more suburban, characterised by predominantly low-density, single detached residential development.
- 14.7 I agree with the urban design evaluation that the RATN corridor alignments and function deliver a *“positive contribution to the sense of belonging and participation, as well as community resilience by supporting direct access to the location of the proposed Redhills local centre as shown on the Redhills Structure Plan”*²⁴
- 14.8 The urban design evaluation states that the E-W Project alignment accommodates a direct public transport connection along Dunlop Road between the Redhills local centre and Westgate town centre. This corridor will provide a connection for bus services from Redhills to Westgate, connecting the proposed local centre in Redhills to Fred Taylor Drive, which enables a connection with the Westgate Metropolitan Centre and the proposed public transit hub adjacent to SH16.
- 14.9 The N-S Project facilitates a direct public transport connection (as part of a local bus route loop) between the Redhills local centre and the public transport interchange potentially located at Royal Road / SH16.
- 14.10 The urban design evaluation discusses universal design for both the Redhills NoRs. I note the urban design evaluation states

*“the proposed E-W Project facilities, configuration and alignment accommodates the universal design approach and accessibility to all parts of user journeys”*²⁵ but that an issue has been raised for the N-S project. The evaluation states *“the existing topography and longitudinal grading of the proposed N-S Project require a maximum of 8% gradient on the approach to Don Buck Road. This physical environment will potentially pose a barrier to some users with disabilities or other physical ability limitations (for example, children, the elderly). Future design stages should include the demonstration of an access alternatives strategy that addresses universal access needs for the N-S Project”*²⁶.” I support this recommendation.

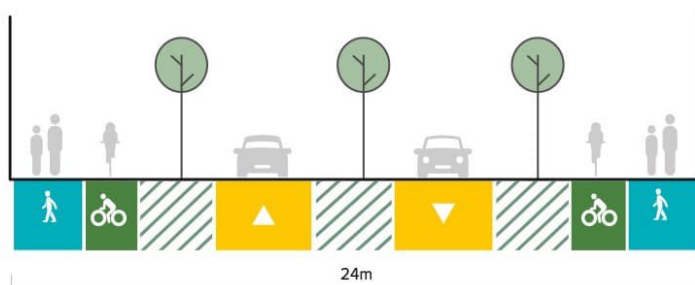


Figure 18: Indicative cross section for E-W Project and N-S Project

²³ Te Tupu Ngātahi Supporting Growth (2022) Redhills Arterial Transport Network Urban Design Evaluation P6-8

²⁴ Te Tupu Ngātahi Supporting Growth (2022) Redhills Arterial Transport Network Urban Design Evaluation, P11

²⁵ “ P12

²⁶ “ P12

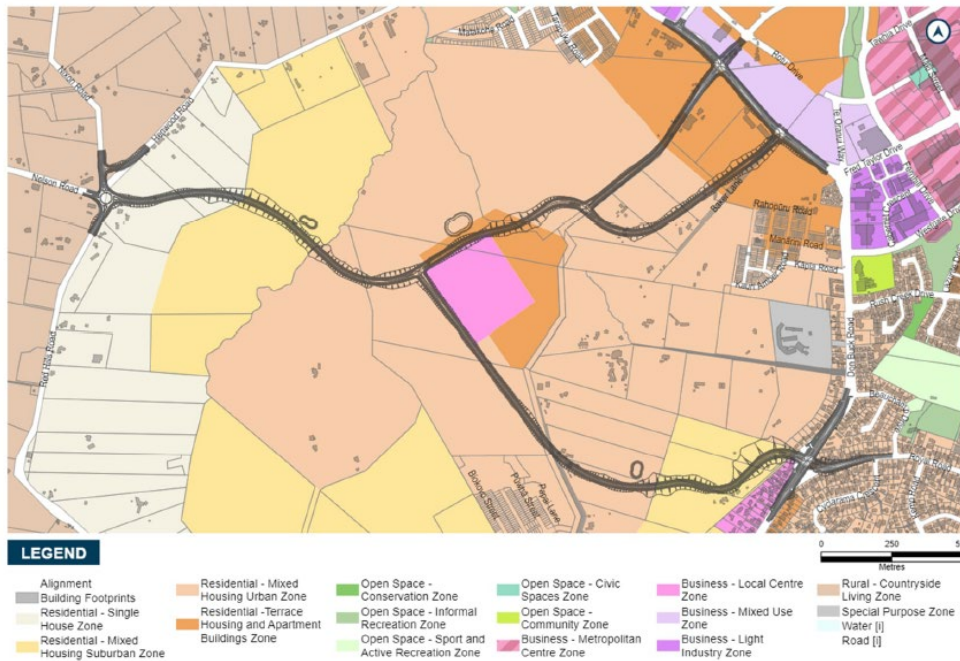


Figure 19: Redhills Precinct Plan zoning showing proposed Redhills Roading network

Submissions received on the Redhills Arterial NoRs

- 14.11 Sixty-eight submissions were received in relation to NoR1²⁷, NoR2a²⁸, NoR2b²⁹ and NoR2c³⁰. A number of submitters provided a single submission that cover all the Redhills Arterial Network. The key urban design matters raised relate to the extent of the corridor, effect of a change in road alignment to that shown in the Redhills Precinct Plan and consideration of existing resource consents.
- 14.12 Acanthus Limited (submitter 9 NoR 1), is concerned about the effect on Stages 5 and 6 of the Cardinal West development at 33 Red Hills Road due to the extent of the corridor required. Cardinal West is a 470-lot greenfield development located in Red Hills, Myland Partners (owner of Acanthus Limited) is the developer of Cardinal West. Stage 5 had a subdivision application underway at the time the NoR was lodged, and Stage 6 has resource consents in place. I agree with the submitter that the extent of corridor must take into account any existing resource consents. In terms of Stage 5, it is suggested SGA work with the submitter to reduce the extent of the corridor and consider options such as retaining walls.
- 14.13 Redhills Green Limited³¹ also submitted on NoR RE2, refer to paragraph 12.11. The concerns raised in the submission relate primarily to the proposed alignment of the corridor. The alignment of roads within NoR1 is of relevance from an urban design perspective given the location by land zoned local centre. The submitter seeks the proposed corridor is adjusted adjacent to/within the local centre zone. The NoRs propose to locate the arterial roads along the outer edges of the Local Centre zone, which differs from the alignment shown on the Redhills Precinct Plan. The submitter also notes that specific design of the arterial road is required in this location due to adjacent high-intensity development with strong pedestrian desire lines to cross the road. It is my opinion that this is adequately managed through condition 9 (d) of the ULDM which requires details of how the NoR 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. Subsection 11 requires

²⁷ Twenty-nine submissions were received in relation to NoR1

²⁸ Twelve submissions were received in relation to NoR 2a

²⁹ Fifteen submissions were received in relation to NoR 2b

³⁰ Twelve submissions were received in relation to NoR 2c

³¹ Submitter 14 NoR 1, Submitter 3, NoR 2a, Submitter 11 NoR2b, Submitter 8 NoR2c, Submitter 16 NoR RE2

walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections.

14.14 Stride Property Limited³² is a commercial property ownership company. The submitter owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square. A single submission has been made for all of the HIF Redhills Network NoRs. Similar to Redhills Green Limited, discussed above, the Submitter is concerned that the proposed NoR corridor does not align with that shown in Redhills Precinct Plan and seeks amendments to ensure that the Redhills NoRs are aligned with the Redhills Precinct. Figure 20 below show the Redhills Precinct Plan in comparison to the NoRs proposed alignment. From an urban design perspective, the alignment of the corridor to the north and west of the local centre is positive as this will allow a finer grain road network to be developed that is accessed off the main arterial roads. Although I agree with the submitter that there are clear differences in the road alignment, I note that the roads shown in the Precinct Plan are indicative.

Figure 2 – Redhills Precinct – Precinct Plan 1 with zones

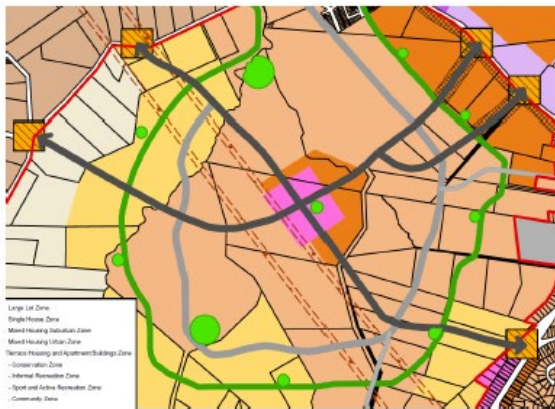


Figure 3 – Redhills Notices of Requirement with zones

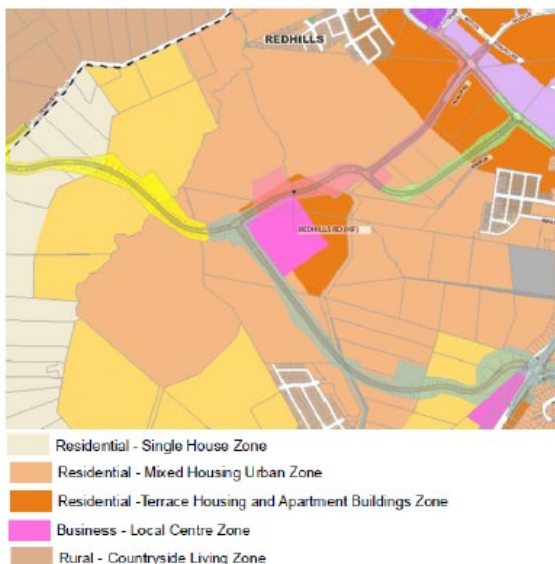


Figure 20: Proposed SGA road layout in relation to Redhills Precinct Plan source: submission 16, P5 of 8

14.15 Kāinga Ora³³ has concern about the extent of the corridor. This is discussed in paragraph 6.14.

³² Submitter 16 NoR 1, Submitter 10 NoR 2a, Submitter 12 NoR2b, Submitter 9 NoR 2c

³³ Submitter 19 NoR1, Submitter 12 NoR 2a, Submitter 15 NoR 2b, Submitter 12, NoR 2c

- 14.16 New South Development Limited and Lunar Trustee Services Limited³⁴. As outlined in paragraph 12.7, the Submitter is concerned that the NoR plans do not show how the upgraded and widened FTD / Kakano Road intersection will integrate with the already consented and proposed Henwood Road intersection design.
- 14.17 Submitter 7 Universal Homes Ltd³⁵, is the landowner of the West Hills Development site which includes 60-66 Fred Taylor Drive, Westgate. This site is within NoR 2a. The submitter is concerned that the Requiring Authority is designating more land than is required to construct Dunlop Road and for the intersection with NoR 2B (Baker Lane). Parts of 60-66 Fred Taylor Drive are proposed to be designated. The submitter is also concerned the proposed corridor has not taken account of existing ground conditions which have altered through various bulk earthworks consent that the UHL has given effect to across this part of the site. Universal Homes Ltd also submitted on NoR RE1, for further detail please refer to paragraph 11.10.
- 14.18 Submitter 7 also owns 60-68 Fred Taylor Drive and 550 Westgate Drive which would be directly affected by NoR 2b. The submitter is concerned that the Requiring Authority is designating more land than is required to construct Baker Lane and for the intersections with Dunlop Road and Fred Taylor Drive. The submitter is also concerned the proposed corridor has not taken account of existing ground conditions which have altered through various bulk earthworks consent that the UHL has given effect to across this part of the site nor the existing resource consents UHL has along this road corridor in terms of a new park, intersection with Rahopuru Road and riparian planting.
- 14.19 The Submitter seeks the extent of the designation is reduced to take account of the existing resource consents and master planning work undertake by UHL including contours, intersection alignment, riparian planting, stormwater assets, new parks and development blocks.
- 14.20 Submitter 9, Bunnings Ltd³⁶ also submitted on NoR 2b and NoR RE1, for further details please refer to para 11.11.
- 14.21 Submitter 13, The National Trading Company, also made a submission on RE1, for further details please refer to paragraph 11.12.

15 Trig Road Corridor Upgrade Project

- 15.1 The purpose of the proposed designation is for the construction, operation and maintenance of a transport corridor. Discretionary resource consent is also being sought to enable those activities which are not otherwise enabled by the proposed designation.
- 15.2 The Project consists of an upgrade of Trig Road to form an urbanised arterial corridor to support the anticipated extent of development in Whenuapai. To achieve a logical transport connection into the existing road network, it also includes the upgrade of approximately 500 metres of Hobsonville Road at the southern extent of the Project area. This includes signalisation of the existing intersections of Hobsonville Road with Trig Road and Luckens Road. It is proposed to widen and upgrade the existing Trig Road transport corridor from a 20m wide, two-lane rural road to a 24m wide, two-lane arterial standard transport corridor between the SH18 off-ramps and Hobsonville Road. See Figure 21 for an indicative cross section of Trig Road.

³⁴ Submitter 4, NoR2a, Submitter 4 NoR 2b

³⁵ Submitter 7 NoR 2a and 2b

³⁶ NoR 2b Submitter 9

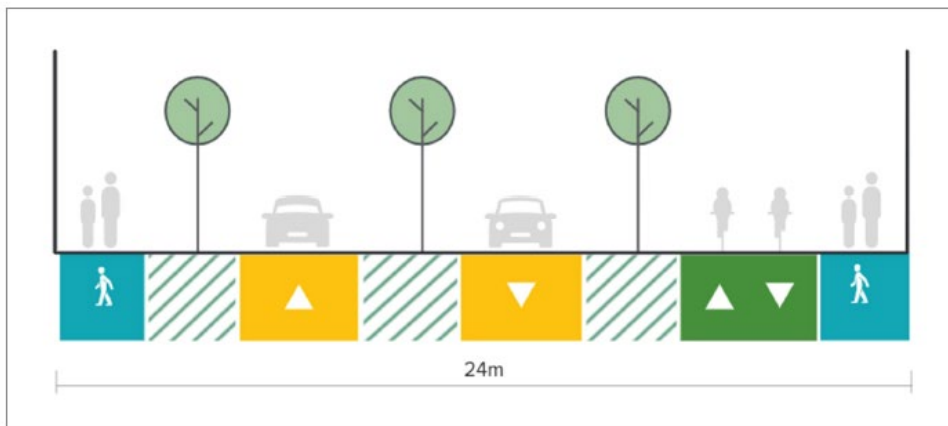


Figure 21: Indicative cross section for Trig Road

- 15.3 Trig Road is currently a rural road corridor with limited pedestrian, cycling or public transport facilities. The majority of land immediately adjacent to the corridor is currently zoned FUZ with a small area of residential fronting Hobsonville Road. It is characterised by a combination of residential, lifestyle block and rural properties with agricultural activities and groupings of plant nurseries.
- 15.4 Section 5.1.6 of the AEE³⁷ outlines the existing community and recreation facilities, I agree with what is identified. It is also noted that the property at 15 Trig Road is designated for Primary School and Early Childhood Education Centre. Two of the existing community facilities identified, Hilda Griffin Reserve (opposite the intersection of Trig Road and Hobsonville Road) and Hobsonville Kindergarten are within the designated area. All the other facilities identified are outside this area.
- No pedestrian or cycle connection is shown back to Hilda Griffin Reserve. It is recommended the proposed pedestrian and cycle paths link back into the reserve as this provides a connection to the residential area of West Harbour.
 - The frontage of Hobsonville Kindergarten, on Ryans Road is shown adjoining the designated area but no changes are proposed to the frontage of the kindergarten or the parking area on Ryans Road.
- 15.5 The WSP shows that land on Trig Road, north of Hobsonville Road is intended to be rezoned to Business - Light Industry in the long term. The WSP also indicates that Trig Road and Hobsonville Road will form part of the cycling network for Whenuapai and notes that this would include the provision of dedicated cycle facilities.
- 15.6 I agree with the urban design input section of the AEE³⁸ and support the route proposed subject to a pedestrian link being provided back to Hilda Griffin Reserve. This pedestrian link is required as it is part of a green link that runs from Hobsonville Road to Louise Place, Mona Vale and Midgley Road, connecting the cul de sacs within West Harbour back to Hobsonville Road. This is illustrated on Figure 22 and the photos in Figure 23 below.
- 15.7 It is recommended the ULDMP condition³⁹ be amended to include the text underlined:
- (d) 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;
 - (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections, including Hilda Griffin Reserve.

³⁷ Te Tupu Ngātahi – Supporting Growth (2022) *North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade, Volume 2*, P45

³⁸ “ P57

³⁹ Appendix E Proposed Designation Conditions (Trig Road), Condition 9 P5



Figure 22: Aerial map to show green link from Hobsonville Road to Midgley Road



Figure 23: Photos to show pedestrian pathway through Hilda Griffin Reserve. Photo on the left shows the pathway looking south toward West Harbour. Photo on the right shows the access point from the end of Louise Place.

Submissions on Trig Road Corridor NoR

- 15.8 Sixteen submissions were received in relation to the Trig Road upgrade. The key issues raised of relevance from an urban design perspective relate to property access and the extent of the corridor.
- 15.9 Submitter 1, owner of 93 Hobsonville Road is concerned with access to their property.
- 15.10 Submitter 7, CDL Land New Zealand Limited, has extensive landholdings in the block bound by State Highway 16 to the west, State Highway 18 to the north, Trig Road to the east and Hobsonville Road to the south. The CDL land is approximately 14ha in area and has access to both Hobsonville Road and Trig Road (south), the latter being the subject of this NoR. CDL's landholdings forms a contiguous block that could be developed comprehensively. The submitter's land has frontage to Trig Road from 22A Trig Road. The submitter seeks assurances that the proposed works within the enlarged designation corridor will not prevent future access arrangements into its identified landholdings.
- 15.11 Submitter 9 is concerned with access to their property at 67 Trig Road to a public road to address the future implementation of the intended future intensification of use of the property as provided for by the Future Urban Zone.
- 15.12 Submitter 3, Ministry of Education, have a site designated for a new school and early childcare centre at 13-15 Trig Road, Whenuapai. The proposed designation overlaps with the Trig Road School designation by approximately 30 metres. The existing Trig Road corridor is 20 metres wide and the proposed corridor is 24 metres therefore, it is unlikely that the final road layout will encroach into the Ministry's designation substantially. The Submitter supports the inclusion of proposed condition 3, which requires the Requiring Authority to review its designation and pull it back after construction.
- 15.13 Submitter 6, West Harbour Cattery, is concerned that the designation extent will result in the loss of the existing car park and the effect this will have on their business.
- 15.14 Submitter 16 is from Kāinga Ora, also submitted on NoRs W1, W2, W3, W4, W5, RE1, please refer to paragraph 6.14.
- 15.15 It is recommended that the SGA Project Team reviews the extent of the designation in relation to the submitters properties, ensure suitable access can be retained. It is also recommended that any earthworks and battering that extends beyond existing property boundaries be designed in consultation with the relevant property owners to minimise any impact to private land.

16 Conclusions and recommendations

- 16.1 As previously stated in this memo, I support the approach and methodology undertaken in the UDE for these NoRs. While this is relatively high level and conceptual at this stage, in my opinion the urban design assessments have appropriately identified the opportunities and outcomes for each NoR that need to be incorporated as the project develops through the design stages. This will ensure appropriate outcomes for safe and attractive urban environments along the full length of the corridor.
- 16.2 Overall, the full length of the route proposed is supported as the most appropriate route from an urban design perspective to safeguard for public transport and active modes. However, I do agree with many of the submitters that further refinements are required to identify the extent of land proposed for widening and/or construction and ongoing operation, maintenance or mitigation of effects of the corridor to ensure that only the land area actually needed is taken.
- 16.3 I also agree with the submitters that the proposed designations need to take into account existing resource consents and consider existing ground conditions where these have been altered through consented earthworks. To achieve this, it is suggested the SGA project team work with submitters to identify relevant condition consents and review the approach to earthworks, as required.
- 16.4 I agree with submitters that maintaining property access is an important consideration. It is my opinion this is managed through consent conditions. It is recommended the SGA project team work with submitters concerned about property access to ensure a practical access can be provided in both the short and long term.
- 16.5 A number of submitters raised concern around the loss of existing carparking, especially in relation to existing businesses. To address this issue, it is recommended the SGA project team review the extent of the designation and where possible retain existing carparking for these businesses. From an urban design perspective, it is important to retain existing amenity planting where possible as planting provides an important buffer between buildings, car parking areas, pedestrian space and vehicle movement areas.

17 Conditions

- 17.1 I have reviewed the proposed conditions that will apply to the NoRs and make the following recommendations based on the above (underlined for additions and strikethrough for deletions):

Whenuapai Local Arterials, Redhills and Riverhead Local Arterials NoRs

- 17.2 An ULDMP condition is proposed for NoRs W1, W2, W4, W5, RE1, RE2 and R1.
- 17.3 It is recommended W3 – Brigham Creek Road upgrade, also uses this condition as the draft ULDMP condition for W3 is very similar.
- 17.4 It is recommended RE2 Fred Taylor Drive and W5 Hobsonville Road should use condition 9 opposed to this condition, as those NoRs relates to an existing designation.
- 17.5 The following changes are recommended (underlined):
- ULDMP Condition
- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition (Cultural Advisory Report] (c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - (ii) ensure that the Project integrates with the existing and proposed active mode network;
 - (iii) ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
 - (iv) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.

- (c) The ULDM shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway
- (d) To achieve the objective, the ULDM(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 (including Whenuapai Settlement Playground).
 - (ii) provides high quality and safe walking, cycling and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community.
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) Promotes a sense of personal and public 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.
- (e) The ULDM(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 facilities and public transport
 - iii. landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
 - j. Any retaining walls that affect existing residential lots in Whenuapai 1 Precinct that adjoin Brigham Creek Road must be as low as practicable and of a suitable finish to ensure existing residential dwellings have outlook over the street.

Alteration to existing designation conditions: W5 and RE2

17.6A ULDMP condition is proposed. I support this condition and suggest it uses the same wording as the ULDMP condition outlined above, with the addition of wording shown in italics underlined:

- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition (Cultural Advisory Report] (c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - (ii) ensure that the Project integrates with the existing and proposed active mode network;
 - (iii) ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
 - (iv) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- (c) The ULDMP shall be prepared in general accordance with:
 - i. Auckland Transport's Urban Roads and Streets Design Guide
 - ii. Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - iii. Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - iv. Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - v. Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
 - vi. Waka Kotahi Aotearoa Urban Street Guide (2023);
 - vii. Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - viii. Auckland Council's Auckland Design Manual; and
 - ix. Auckland Council's Transport Emissions Reduction Pathway
- (d) 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
 - ii. provides high quality and safe walking, cycling, vehicular and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community.
 - iii. Promotes inclusive access (~~where appropriate~~)
 - iv. Promotes a sense of personal and public 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.
- (e) The ULDMP(s) shall include:

- iv. a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals
- v. developed design concepts, including principles for walking and cycling facilities and public transport
- vi. landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - k. Roadside elements – such as lighting, fencing, wayfinding and signage
 - l. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - m. Architectural and landscape treatment of noise barriers
 - n. Landscape treatment of permanent stormwater control wetlands and swales
 - o. Integration of passenger transport
 - p. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - q. Historic heritage places with reference to the HHMP
 - r. Re-instatement of construction and site compound areas, driveways, accessways and fences.
 - s. The design guides and urban design and landscape framework prepared for Redhills Green shall be considered.

Redhills Arterial Transport Network HIF NoRs

17.7 Condition 9 proposes a ULDMP Condition. I support the use of consistent wording across the local arterials and HIF NoRs for the ULDMP condition. The suggested wording for this condition is as follows:

- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition (Cultural Advisory Report] (c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - i. enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - ii. ensure that the Project integrates with the existing and proposed active mode network;
 - iii. ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
- iv. ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
 - (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version

- (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway
- d. To achieve the objective, the ULDMP(s) shall provide details of how the project:
- v. 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 (including Whenuapai Settlement Playground)
 - vi. provides high quality and safe walking, cycling, *vehicular* and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community.
 - vii. Promotes inclusive access (~~where appropriate~~)
 - viii. Promotes a sense of personal and public 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.
- (e) 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 facilities and public transport
 - iii. landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
 - j. The design guides and urban design and landscape framework prepared for Redhills Green shall be considered.
 - k. Access strategy in relation to the N-S Project to addresses universal access needs

Trig Road NoRs

17.8 Condition 9 proposes a ULDMP Condition. This condition is supported with the amendments to wording, for purposes of consistency in wording across conditions for local arterials and HIF NoRs.

- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition (Cultural Advisory Report] (c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- i. enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - ii. ensure that the Project integrates with the existing and proposed active mode network;
 - iii. ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
 - iv. ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (a) Auckland Transport's Urban Roads and Streets Design Guide
 - (b) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (c) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (d) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (e) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
 - (f) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (g) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (h) Auckland Council's Auckland Design Manual; and
 - (i) Auckland Council's Transport Emissions Reduction Pathway
- d. 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 (including Hilda Griffin Reserve)
 - ii. provides high quality and safe walking, cycling, vehicular and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community,
 - iii. Promotes inclusive access (~~where appropriate~~)
 - iv. Promotes a sense of personal and public 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.
- (e) 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 facilities and public transport
 - iii. landscape and urban design details – that cover the following:

- a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
- b. Roadside elements – such as lighting, fencing, wayfinding and signage
- c. architectural and landscape treatment of all major structures, including bridges and retaining walls
- d. Architectural and landscape treatment of noise barriers
- e. Landscape treatment of permanent stormwater control wetlands and swales
- f. Integration of passenger transport
- g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
- h. Historic heritage places with reference to the HHMP
- i. Re-instatement of construction and site compound areas, driveways, accessways and fences.

All NoRs

17.9 The following designation review condition should apply to all the NoRs.

(a) The Requiring Authority shall within ~~6 months of Completion of Construction or as soon as otherwise practicable~~ 12 months of lodgement of the outline plan of works:

(i) in conjunction with the landowner(s), review the extent of the designation required for construction purposes and identify any areas that are no longer required for the on-going operation, maintenance or mitigation of effects of the Project

(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

Jennifer Esterman

MUrbDes, BPlan, Int. NZPI

3D Landscape and Visual

10 July 2023

To: Jo Hart / Ben Willis / Jess Romhany, Reporting Planners
Copy: Todd Elder, Senior Policy Planner
From: Peter Kensington, Consultant Landscape Architect

Subject: Te Tupu Ngātahi Supporting Growth Programme – North West (Local Arterials / Housing Infrastructure Fund) Projects – Landscape Assessment Review

1.0 Introduction

1.1 I have undertaken a review, on behalf of Auckland Council, in relation to the landscape effects of the following thirteen North West Local Arterials (**Local**) and Housing Infrastructure Fund (**HIF**) Notices of Requirements (**NoRs**) in Whenuapai, Red Hills and Riverhead that have been lodged by Te Tupu Ngātahi, the Supporting Growth Alliance (**SGA**), representing Waka Kotahi / the New Zealand Transport Agency (**NZTA**) and Auckland Transport (**AT**), as requiring authorities:

Whenuapai Local Arterials NoRs

1. AT NoR W1 – Trig Road North upgrade (Whenuapai)
2. AT NoR W2 – Māmari Road FTN upgrade (Whenuapai)
3. AT NoR W3 – Brigham Creek Road upgrade (Whenuapai)
4. AT NoR W4 – Spedding Road, East and West (Whenuapai)
5. AT NoR W5 (alteration to Designation 1437) – Hobsonville Road (Hobsonville)

Redhills and Riverhead Local Arterials NoRs

6. AT NoR RE1 – Don Buck Road (Massey) FTN upgrade
7. AT NoR RE2 (alteration to Designation 1433) – Fred Taylor Drive (Massey / Whenuapai)
8. AT NoR R1 – Coatesville - Riverhead Highway upgrade

Redhills Arterial Transport Networks HIF Projects

9. AT NoR 1 – Red Hills North-South Arterial Transport Corridor
10. AT NoR 2a – Red Hills East-West Arterial Transport Corridor, Dunlop Road
11. AT NoR 2b – Red Hills East-West Arterial Transport Corridor, Baker Lane
12. AT NoR 2c – Redhills East-West Arterial Transport Corridor, Nixon Road Connection

Trigg Road HIF Project

13. AT TRHIF – Trig Road Corridor upgrade (West Harbour)

1.2 I am also providing specialist landscape assessment review advice on the application for resource consent associated with the AT Trig Road HIF Project (TRHIF) at West Harbour.

1.3 I am aware that landscape architect, Ainsley Verstraeten is providing similar assessment of landscape effects review advice, on behalf of Auckland Council, in relation to the following SGA **Strategic** NoRs which are located in Whenuapai, Kumeū, Huapai and Red Hills:

- A. NZTA NoR S1 – Alternative State Highway, including Brigham Creek Interchange
- B. NZTA NoR S2 – State Highway 16 (SH16) Main Road Upgrade (Huapai)
- C. NZTA NoR S3 – Rapid Transit Corridor (Kumeū), with Regional Active Mode Corridor
- D. NZTA NoR KS – Kumeū Rapid Transit Station
- E. NZTA NoR HS – Huapai Rapid Transit Station
- F. AT NoR S4 – Access Road Upgrade (Kumeū)

I have worked closely with Ms Verstraeten when undertaking my review, including undertaking a joint site visit with the SGA landscape architect, Tom Lines in May 2023. I also understand that Jennifer Esterman is providing specialist urban design review of the Strategic, Local and HIF NoRs for Auckland Council; and that other specialists are providing arboricultural, ecological and 'parks planning' review advice, all of which have some overlap with landscape effects.

1.4 My relevant qualifications and experience includes:

- Bachelor of Landscape Architecture (Hons) 1995 from Lincoln University (Canterbury); and Bachelor of Regional Planning (Hons) 1993 from Massey University (Palmerston North);
- Registered member of Tuia Pito Ora / New Zealand Institute of Landscape Architects; and full member of Te Kokiringa Taumata / the New Zealand Planning Institute; and
- 25-years work experience as a landscape architect and a planner, focussed on projects within the landscape planning specialty of landscape architecture, where an assessment of the effects of development and activity on landscape, natural character, and/or visual amenity values is required to inform statutory (including NoRs) or non-statutory processes.

1.5 In writing this memo, I have reviewed all of the documentation that has been lodged with and notified by Auckland Council for the Local and HIF NoRs. I have also overviewed the Strategic NoR documentation to gain an understanding of context, but I have not reviewed that material in any detail, leaving that task to Ms Verstraeten. At the start of each review commentary below, I have outlined which of the SGA assessments of landscape effects documents are of relevance.

1.6 I note that the SGA assessments of landscape effects documents have been prepared and authored by a variety of Registered NZILA Landscape Architects, generally in accordance with the NZILA *'Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines'*, including adoption of a seven-point scale of adverse effects as recommended in the guide.

2.0 Review of each NoR and associated submissions

Whenuapai Local Arterials NoRs

2.1 AT NoR W1 – Trig Road North upgrade (Whenuapai)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Whenuapai, Landscape Effects Assessment, Version 1.0, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment 'baseline' and 'likely future environment' (agreed).
- Low through to moderate adverse landscape and visual effects during construction activities; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures (agreed).
- Low through to low-moderate adverse landscape and visual effects overall; reduced to very-low through to low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form, increased 'green infrastructure', slower vehicle speeds and delivery of indicative esplanade reserves (agreed).
- Recommendation for Urban and Landscape Design Management Plan (**ULDMP**) to include a vegetation projection plan (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 12.1 - Carl and Melanie Laurie, 96A Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.
- Submitter 13.1 - Marlene and Ronald Patten, 96 Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.

- Submitter 16.1 - RWPT Limited, 96A Trig Road, Whenuapai (oppose)
 - Requests further information about how the area between the proposed road upgrades and 96A Trig Road will be treated in terms of landscaping.
- Response: requested detail to be addressed / provided through ULDMP.

2.2 AT NoR W2 – Māmari Road FTN upgrade (Whenuapai)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Whenuapai, Landscape Effects Assessment, Version 1.0, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low through to moderate-high adverse landscape and visual effects during construction activities; reduced to low through to low-moderate with the inclusion of proposed mitigation measures (agreed).
- Very-low through to moderate adverse landscape and visual effects overall; reduced to low through to low-moderate with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form, increased ‘green infrastructure’, slower vehicle speeds and delivery of indicative esplanade reserves (agreed).
- Recommendation for a condition of the designation to promote the stockpile and re-use of topsoil from pastoral land impacted by the proposed earthworks (agreed).
- Recommendation for ULDMP to include vegetation projection plan (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- No submissions raising landscape and visual effects issues.

2.3 AT NoR W3 – Brigham Creek Road upgrade (Whenuapai)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Whenuapai, Landscape Effects Assessment, Version 1.0, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low through to moderate-high adverse landscape and visual effects during construction activities; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures (agreed).
- Low through to low-moderate adverse landscape and visual effects overall; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form, increased ‘green infrastructure’, slower vehicle speeds and delivery of indicative esplanade reserves (agreed).
- Recommendation for ULDMP to include vegetation projection plan (agreed).
- Proposed ULDMP condition appears appropriate.
- ***Potential removal of the large mature trees at the south east of the Whenuapai Settlement Open Space (disagree with removal – trees should be retained).***

Submissions review:

- Submitter 14.2 - Carl and Melanie Laurie, 96A Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.
- Submitter 15.2 - Marlene and Ronald Patten, 96 Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.

2.4 AT NoR W4 – Spedding Road, East and West (Whenuapai)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Whenuapai, Landscape Effects Assessment, Version 1.0, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low through to moderate-high adverse landscape and visual effects during construction activities; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures (agreed).
- Low through to moderate adverse landscape and visual effects overall; reduced to low through to low-moderate with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form, increased ‘green infrastructure’, slower vehicle speeds and delivery of indicative esplanade reserves (agreed).
- Recommendation for ULDMP to include vegetation projection plan (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 8.1 - Carl and Melanie Laurie, 96A Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.
- Submitter 9.1 - Marlene and Ronald Patten, 96 Trig Road, Whenuapai (oppose)
 - Adverse landscape and visual amenity effects, including from vegetation clearance.
Response: agree that localised adverse effects will arise – address through ULDMP.

2.5 AT NoR W5 (alteration to Designation 1437) – Hobsonville Road (Hobsonville)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Whenuapai, Landscape Effects Assessment, Version 1.0, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low-moderate through to moderate-high adverse landscape and visual effects during construction activities; reduced to low through to moderate with the inclusion of proposed mitigation measures (agreed).
- Low through to moderate adverse landscape and visual effects overall; reduced to very-low through to low-moderate with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form, increased ‘green infrastructure’, slower vehicle speeds and delivery of indicative esplanade reserves (agreed).
- Recommendation for ULDMP to include vegetation projection plan (agreed).

- Proposed ULDMP condition appears appropriate.
- ***Potential removal of the scheduled notable trees adjacent to the Hobsonville School (disagree with removal – trees should be retained).***

Submissions review:

- Submitter 20.4 – Ministry of Education, Hobsonville School (neutral)
 - property assessed as having moderate to high visual amenity effects (without mitigation) and moderate visual amenity effects (with mitigation) during construction because classrooms face directly into the construction area. Support for the inclusion of a condition that requires visually impermeable hoarding during construction.
- Response: support inclusion of specific condition to achieve temporary mitigation.

Redhills and Riverhead Local Arterials NoRs

2.6 AT NoR RE1 – Don Buck Road (Massey) FTN upgrade

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Redhills and Riverhead, Assessment of Landscape Effects, Version 1, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment 'baseline' and 'likely future environment' (agreed).
- Adverse effects from loss of riparian vegetation within established wetlands (agreed).
- Very-low through to moderate adverse landscape and visual effects overall, including during construction, without mitigation (agreed).
- With mitigation, very-low through to low-moderate during the construction phase and very-low through to low adverse landscape and visual effects resulting (agreed).
- Moderate adverse effects on natural character without mitigation and low adverse with the implementation of mitigation measures (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form and slower vehicle speeds (agreed).
- Recommendation for ULDMP with specific requirements suggested (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- No submissions raising landscape and visual effects issues.

2.7 AT NoR RE2 (alteration to Designation 1433) – Fred Taylor Drive (Massey / Whenuapai)

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Redhills and Riverhead, Assessment of Landscape Effects, Version 1, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment 'baseline' and 'likely future environment', including that the surrounding urbanised landscape has a low sensitivity to change (agreed).
- Very-low through to moderate adverse landscape and visual effects overall, including during construction, without mitigation (agreed).
- With mitigation, very-low through to low-moderate during the construction phase and very-low through to low adverse landscape and visual effects resulting (agreed).
- Low-moderate adverse effects on natural character without mitigation and very-low adverse with the implementation of mitigation measures (agreed).

- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form and slower vehicle speeds (agreed).
- Recommendation for ULDMP with specific requirements suggested (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 10.1 – Alesana and Stacie Levi, 151 Fred Taylor Drive, Whenuapai (neutral)
 - Loss of privacy from removal of hedge / trees / fence at front boundary of property.Response: agree that localised adverse effects will arise – address through ULDMP.

2.8 AT NoR R1 – Coatesville - Riverhead Highway upgrade

Assessment document reviewed:

- Te Tupu Ngātahi Supporting Growth, North West Redhills and Riverhead, Assessment of Landscape Effects, Version 1, December 2022 (Oliver May / John Goodwin).

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Adverse effects from loss of screening vegetation in rural/urban front yards (agreed).
- Very-low through to moderate-high adverse landscape and visual effects overall, including during construction, without mitigation (agreed).
- With mitigation, very-low through to moderate during the construction phase and very-low through to moderate adverse landscape and visual effects resulting (agreed).
- Positive landscape and visual effects will result including landscaped streetscapes to support emerging urban form and slower vehicle speeds (agreed).
- Recommendation for ULDMP with specific requirements suggested, including tree protection plan to be prepared for scheduled notable trees (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 20.7 – Ray and Judy Chong, 1363 Coatesville-Riverhead Highway (oppose)
 - Removal of existing vegetation within property alongside the road corridor will negatively impact the environmental ecosystem (birds and other wildlife).Response: issue appears to be more ecology focussed, but with some landscape overlap – agree that localised adverse effects will arise – address through ULDMP.
- Submitter 5 – Stephen and Hayley Plowman, Hallertau Brewery, 1171 Coatesville-Riverhead Highway (oppose)
 - Raises issues relating to effects on existing business operations, including adverse visual amenity effects, which require specific considerations during the detailed design and construction phases of the project (to be captured within designation conditions). *“Hallertau have invested in providing a unique visual amenity along the road frontage on the land which the project will seek to acquire. In particular the Hop plants which are harvested each year, and which would otherwise need to be purchased.”* Suggests that conditions of the NoR require a mitigation planting plan and reuse of the Hop plants in a revised location on the property; and a specific condition requiring the temporary and then permanent relocation of signage.Response: agree that the adverse landscape and visual effects issues being raised by Hallertau are relevant and require mitigation, with this to be achieved through specific conditions of the NoR and inclusion of specific measures within the ULDMP (noting that the current version of the draft conditions has not included such measures).

Assessment documents reviewed:

- Supporting Growth, Redhills Arterial Transport Network, Assessment of Landscape and Visual Effects, Version 1.0, August 2020 (Kathryn Holyoake / John Goodwin).
- Redhills Arterial Transport Network, Addendum to the 2020 Landscape and Visual Effects Assessment, Version 0.3, March 2023 (Riyasp Bhandar / Catherine Hamilton).

Key issues:

- Approach to assessment utilising ‘future receiving landscape’ and assumptions (agreed), noting that the existing landscape is predominantly rural and peri-urban but with clearly anticipated / signalled planning provisions for this landscape to be urbanised, which will result in a noticeable change to the existing landscape character.
- Temporary adverse landscape and visual effects during construction will be low through to low-moderate, taking into account proposed mitigation measures, noting adverse visual effects are likely to be heightened (low through to moderate) for private viewing audiences directly adjacent to the road corridor during the construction phase (agreed).
- Following construction, adverse effects on landscape, natural character and visual amenity values will be very-low through to low-moderate and reducing over time, taking into account the proposed mitigation (agreed).
- ULDMP condition to capture requirements (agreed).
 - Specific recommendations under section 6.3 of the August 2020 assessment; and at sections 7.2 and 7.4 of the March 2023 assessment, for inclusion in the ULDMP.
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 6.2 – Ministry of Education, Westbridge Residential School (neutral)
 - Concern over potential adverse visual amenity effects during construction. Suggests inclusion of a condition requiring visually impermeable hoarding during construction.

Response: support inclusion of condition to achieve temporary mitigation, if required.

2.10 AT NoR 2a – Red Hills East-West Arterial Transport Corridor, Dunlop Road

Assessment document reviewed:

- Supporting Growth, Redhills Arterial Transport Network, Assessment of Landscape and Visual Effects, Version 1.0, August 2020 (Kathryn Holyoake / John Goodwin).

Key issues:

- Approach to assessment utilising ‘future receiving landscape’ and assumptions (agreed), noting that the existing landscape is predominantly rural and peri-urban but with clearly anticipated / signalled planning provisions for this landscape to be urbanised, which will result in a noticeable change to existing landscape character.
- Temporary adverse landscape and visual effects during construction will be low through to low-moderate, taking into account proposed mitigation measures, noting adverse visual effects are likely to be heightened (low through to moderate) for private viewing audiences directly adjacent to the road corridor during the construction phase (agreed).
- Following construction, adverse effects on landscape, natural character and visual amenity values will be very-low through to low-moderate and reducing over time, taking into account the proposed mitigation (agreed).
- ULDMP condition to capture requirements (agreed).
- Specific recommendations under section 6.3 of the assessment (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- No submissions raising landscape and visual effects issues.

2.11 AT NoR 2b – Red Hills East-West Arterial Transport Corridor, Baker Lane

Assessment document reviewed:

- Supporting Growth, Redhills Arterial Transport Network, Assessment of Landscape and Visual Effects, Version 1.0, August 2020 (Kathryn Holyoake / John Goodwin).

Key issues:

- Approach to assessment utilising ‘future receiving landscape’ and assumptions (agreed), noting that the existing landscape is predominantly rural and peri-urban but with clearly anticipated / signalled planning provisions for this landscape to be urbanised, which will result in a noticeable change to existing landscape character.
- Temporary adverse landscape and visual effects during construction will be low through to low-moderate, taking into account proposed mitigation measures, noting adverse visual effects are likely to be heightened (low through to moderate) for private viewing audiences directly adjacent to the road corridor during the construction phase (agreed).
- Following construction, adverse effects on landscape, natural character and visual amenity values will be very-low through to low-moderate and reducing over time, taking into account the proposed mitigation (agreed).
- Specific recommendations under section 6.3 of the assessment (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- No submissions raising landscape and visual effects issues.

2.12 AT NoR 2c – Redhills East-West Arterial Transport Corridor, Nixon Road Connection

Assessment document reviewed:

- Supporting Growth, Redhills Arterial Transport Network, Assessment of Landscape and Visual Effects, Version 1.0, August 2020 (Kathryn Holyoake / John Goodwin).

Key issues:

- Approach to assessment utilising ‘future receiving landscape’ and assumptions (agreed), noting that the existing landscape is predominantly rural and peri-urban but with clearly anticipated / signalled planning provisions for this landscape to be urbanised, which will result in a noticeable change to existing landscape character.
- Temporary adverse landscape and visual effects during construction will be low through to low-moderate, taking into account proposed mitigation measures, noting adverse visual effects are likely to be heightened (low through to moderate) for private viewing audiences directly adjacent to the road corridor during the construction phase (agreed).
- Following construction, adverse effects on landscape, natural character and visual amenity values will be very-low through to low-moderate and reducing over time, taking into account the proposed mitigation (agreed).
- Specific recommendations under section 6.3 of the assessment (agreed).
- Proposed ULDMP condition appears appropriate.

Submissions review:

- Submitter 1.3 – Linda Christensen, 8 Nelson Street, Taupaki (oppose)
 - Item 3.1 in submission document suggests that a full assessment of landscape and visual effects is required to address impacts that will arise on existing property.

Response: agree that localised adverse effects will arise – address through ULDMP.

Trigg Road HIF Project

2.13 AT TRHIF – Trigg Road Corridor upgrade (West Harbour)

Assessment documents reviewed:

- Supporting Growth, Trigg Road Corridor Upgrade, Assessment of Landscape and Visual Effects, Version 1.0, August 2020 (Kathryn Holyoake / John Goodwin).
- Trigg Road Corridor Upgrade, Addendum to the 2020 Landscape and Visual Effects Assessment, Version 0.3, March 2023 (Riyasp Bhandar / Catherine Hamilton).

Key issues:

- Approach to assessment utilising 'future receiving landscape' and assumptions (agreed).
- Low adverse landscape effects from earthworks activity / vegetation clearance (agreed).
- Moderate adverse visual effects during construction (agreed).
- Very-low adverse effects on natural character and adverse visual effects overall (agreed).
- Low initial then very-low adverse visual effects for private viewing audiences (agreed).
- Inclusion of landscape mitigation measures likely to result in improved natural character, landscape and amenity values in an area that will transition to urban over time (agreed).
- ULDM condition to capture requirements (agreed).
 - Specific recommendations under section 7.1(a)-(j) and 7.2(a)-(d) of the March 2023; and sections 7.1.4 and 7.2.3 of the August 2020 assessment for inclusion.

Note: ULDM condition not provided in current version of proposed conditions.

Submissions review:

- Submitter 8.1 – John Kahukiwa and Lisa Roberts, Corban Revell Lawyers, 2 Trigg Road, Whenuapai (oppose)
 - Suggest more research (alternatives) required given adverse effects on the current environment, including adverse visual effects.

Response: agree adverse visual effects will arise, but able to be mitigated via ULDM.
- Submitter 11.1 – Nicola Craig, Davenports West Lawyers, 2 Trigg Road, Whenuapai (oppose)
 - Suggest more research (alternatives) required given adverse effects on the current environment, including adverse visual effects.

Response: agree adverse visual effects will arise, but able to be mitigated via ULDM.

3.0 Submission themes

Thank you for providing a summary of the relevant submission themes that arise for all of the NoRs (Strategic, Local and HIF). I note that the following themes / issues have relevance to an assessment of landscape effects:

- A. Changes to / loss of character.
- B. Landscape and amenity – and reinstatement of property.
- C. Construction effects.

Broadly these themes / issues have been addressed through the assessments of landscape effects which accompany each of the NoRs; and where specific submission points have raised relevant issues, I have noted these in the discussion at section (2.0) above.

4.0 Proposed conditions

I support the proposals to include conditions of the NoRs requiring the preparation and implementation of ULDMs for each of the designated corridors. Compliance with these management plan documents will assist with the ongoing avoidance, remediation and mitigation of adverse landscape and visual effects and ensure an integrated and positive outcome.

From my overview of the currently proposed draft conditions, while the intent appears to be captured within the ULDM condition wording, it has been somewhat difficult to reach a definitive

conclusion as to whether all of the recommendations from the various assessments of landscape effects have been specifically recorded for each particular NoR (with no such condition provided for the 'TRHIF – Trig Road Corridor upgrade (West Harbour)' NoR, for example).

I suggest that the SGA evidence is best placed to provide this clarification, for my further review (or as facilitated through an expert conferencing process, for example), in order to assist decision makers by providing certainty of outcome for each localised corridor.

5.0 Conclusions and recommendations

Following my review of the assessments of landscape effects which accompany the thirteen Local and HIF NoRs and my review of the submissions that have been received, I confirm that I am in agreement with the conclusions reached by the SGA landscape architects. I also agree that the approach of requiring the preparation and implementation of ULDMPs for each of the designated corridors is appropriate in achieving positive and integrated landscape outcomes.

Having said the above, I recommend that the following issues / matters require resolution:

1. Ensure there is an explicit requirement for the retention and protection of the large mature trees that exist at the south east of the Whenuapai Settlement Open Space within 'NoR W3 – Brigham Creek Road upgrade (Whenuapai)'.
2. Ensure there is an explicit requirement for the retention and protection of the scheduled notable trees adjacent to the Hobsonville School within 'NoR W5 (alteration to Designation 1437) – Hobsonville Road (Hobsonville)'.
3. Ensure there are specific conditions and relevant ULDMP requirements that address the suggestions made by Hallertau Brewery for the preparation and implementation of a mitigation planting plan and for existing signage relocation (temporary and permanent).
4. Include the specific recommendations from the landscape assessments (under section 6.3 of the August 2020 assessment; and at sections 7.2 and 7.4 of the March 2023 assessment) within the ULDMP condition for 'NoR 1 – Red Hills North-South Arterial Transport Corridor'.
5. Include the specific recommendations from the landscape assessments (under section 7.1(a)-(j) and 7.2(a)-(d) of the March 2023 assessment and sections 7.1.4 and 7.2.3 of the August 2020 assessment) within the ULDMP condition for 'TRHIF – Trig Road Corridor upgrade (West Harbour)'.
6. In addition to recommendations (3) and (4) above, for all NoRs, double-check the ULDMP conditions to ensure that the specific recommendations from each of the relevant landscape assessment reports have been captured; and any further requirements relating to specific mitigation measures raised through submissions.

Subject to resolution of the above, I confirm that adverse landscape and visual effects can be effectively avoided, remedied or mitigated, with positive landscape and visual effects also being facilitated through the NoRs and the associated ULDMP conditions.

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3E Flooding and Stormwater

Healthy Waters Technical Response on SGA North West NoR data submitted in December 2022

Scope of the Review

This review has been prepared by Danny Curtis, Principal Catchment Planning and considers a technical review of the stormwater management allowances in the Notice of Requirements (**NOR**) as set out in the data submitted by Supporting Growth Alliance (**SGA**). In general, these NORs are related to land take required to facilitate the proposed transport infrastructure with allowances for stormwater management included.

The review is based on the supplied information from SGA and the available Healthy Waters (**HW**) information as of 12 January 2023.














Note that some of the proposed NORs traverse the Future Urban Zone (FUZ), some areas which are currently undergoing Private Plan Change requests. In these instances, there may be further consideration required by SGA as a result of localised earthworks associated with the plan change developments. The scope of this assessment is beyond the HW review of the current proposals.

Documents Reviewed:

























HIF Local Roads (Housing Infrastructure Funding)

- Redhills
 -  05_AEE - Redhills
 -  18_Flooding Assessment - Redhills
- Trig Road
 -  02_AEE - Trig Road
 -  16_Stormwater - Trig Road

SGA Local NoRs

-  09_NW Local Arterials - Assessment of Effects on the Environment
-  13-14_NW Local Arterials - General Arrangement Plans – Brigham Creek Rd
-  15-16_NW Local Arterials - General Arrangement Plans – Mamari Rd
-  17-18_NW Local Arterials - General Arrangement Plans – Trig Rd
-  19-21_NW Local Arterials - General Arrangement Plans - Spedding Road
-  22-24_NW Local Arterials - General Arrangement Plans – Hobsonville Road
-  25_NW Local Arterials - General Arrangement Plans – Fred Taylor Drive
-  26_NW Local Arterials - General Arrangement Plans – Don Buck Road
-  27_NW Local Arterials - General Arrangement Plans - Coatesville-Riverhead HWY
-  28_NW Local Arterials - General Arrangement Plans – Whenuapai
-  29_NW Local Arterials - General Arrangement Plans - Redhills
-  36_NW Local Arterials - Assessment of Flooding Effects - Whenuapai
-  45_NW Local Arterials - Assessment of Flooding Effects – Redhills Riverhead

Strategic

-  07_NW Strategic - Assessment of Effects on the Environment
-  13_NW Strategic - General Arrangement Plans - Strategic
-  14_ NW Strategic – General Arrangement Plans – Alternative State Highway - Part 1 of 2
-  15_ NW Strategic – General Arrangement Plans – Alternative State Highway - Part 2 of 2
-  16_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 1 of 5
-  17_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 2 of 5
-  18_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 3 of 5
-  19_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 4 of 5
-  20_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 5 of 5
-  21_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 1 of 10
-  22_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 2 of 10
-  23_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 3 of 10
-  24_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 4 of 10
-  25_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 5 of 10
-  26_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 6 of 10
-  27_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 7 of 10
-  28_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 8 of 10
-  29_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 9 of 10
-  30_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 10 of 10
-  31_NW Strategic - General Arrangement Plans - Kumeu Station
-  32_NW Strategic - General Arrangement Plans - Huapai Station
-  33_NW Strategic - General Arrangement Plans - Access Road_Part 1 of 2
-  34_NW Strategic - General Arrangement Plans - Access Road_Part 2 of 2
-  41_ NW Strategic - Assessment of Flooding Effects

General Comments all NORs

- The stormwater management of the proposed includes for water quality, hydrology mitigation and attenuation for the 100-year event to pre-development flows. Conceptual sizing of communal devices has been undertaken considering a surface area equivalent to 10% of the contributing catchment. This approach is considered appropriate for NOR designations; however, from experience an allowance of between 12 and 15% is more appropriate for concept sizing to allow for maintenance and access tracks to be incorporated into the devices.
- The SGA NORs are for roading projects that may impact the natural flow of water through the catchment. The assessments currently completed by SGA have identified crossing locations for these flows based on available information included on GeoMaps and modelling. Although this is considered appropriate at this concept stage, as the design proceeds it is recommended that site walkovers be completed to confirm the locations and catchments of culverts.
- Stormwater management requirements for the different NORs, and even along the Strategic NOR alignments may differ due to catchment specific issues. It is recommended that SGA undertake the necessary assessments of the designs and propose stormwater management to Healthy Waters for discussion.

- Stormwater management requirements may alter to reflect the changes in vertical alignment that occur through the design process.

HIF Local Roads (Redhills)

The Redhills Arterial Transport Network Assessment of Flooding Effects (SGA, December 2022) provides a summary of the hydrologic and hydraulic modelling that has been carried out to support the development of the arterial alignments.

Modelling considered the Maximum Probable Development (**MPD**) scenario, in accordance with the Redhills Structure Plan land uses, which is appropriate based on current information.

SGA considered 2.1 degrees and 3.8 degrees climate change impacts on the design rainfall profiles.

The ground topography is based on 2016 regionwide LiDAR data, which is the latest information that HW holds for the area. It will not include for the earthworks that have been undertaken as part of developments within the catchment, although currently these areas are relatively small and will unlikely have a significant effect on the wider catchment flows.

The modelling report identifies a number of stream crossings that will require culverting or bridging as part of the design process (10x culverts and three bridges). Included in the modelling are anticipated flows and water levels for the 100-year events; however, there has been no design of these structures provided as part of the submission.

The report is not clear on how these crossings were included in the modelling of the proposed arterial alignment. It is possible that these were simply cut into the Digital Elevation Model (**DEM**) to facilitate a flow conveyance through the catchment. This simplified approach is considered appropriate for the conceptual design and Assessment of Environmental Effects (**AEE**) associated with an NOR; however, more detail will be required through the design process to adequately size the culverts and bridge structures to ensure that there are no negative impacts on other catchment landowners / users.

Stormwater management (treatment and volume control) is proposed to be through three constructed wetlands. For conservatism, these wetlands have been sized to provide full 100-year attenuation of discharges from the road to pre-development flows. This approach is considered appropriate as it should provide a maximum land take required to facilitate the NOR.

At this stage there is no design of the wetlands provided, and the text suggests that land take has been based on 10% of the contributing catchment area draining to the device. This approach is acceptable for an NOR; however, from experience it is recommended that between 12 and 15% should be used for this sizing to ensure associated maintenance access tracks can be incorporated into the device. It would be beneficial to provide a plan indicating the wetlands with the proposed designation overlaid to confirm that there is adequate space allowed.

The provision of centralised wetlands to provide stormwater management for the road will result in several diversions of flows from their natural discharge points. For most of the areas the impacts should be minor considering the relatively narrow road profile; however, it is recommended that the effects are considered in more detail through the design process, particularly for permanent streams.

There is no specific mention of SMAF retention and detention hydrology mitigation provided in the document, which will be required by the arterial road construction. The provision of 100-year attenuation within the wetlands means that there will be adequate volume for the provision of hydrology mitigation; however, this will need to be considered in more detail through the design process as it will impact on the routing of runoff through the wetland.

HIF Local Roads (Trig Road)

The documentation provided for Trig Road differs from the Redhills arterial in that there is a specific stormwater management report, as opposed to simply a flood assessment. Stormwater management for the proposed upgrade to Trig Road is provided in the Trig Road Corridor Upgrade Assessment of Stormwater Effects (SGA, December 2022).

The Trig Road corridor is located within the FUZ associated with the Whenuapai area. As such the assessment that has been completed as part of the SGA assessment considers the existing stormwater infrastructure on the road and does not consider potential effects of earthworks from future developments. Trig Road is constructed on a ridge line through the area with land dropping away on either side. It is unlikely that any future development will increase runoff onto the road and so this is not considered a big risk item.

The SGA assessment uses the current HW models and Auckland Council GeoMaps information to identify flood risks, flowpaths and infrastructure relevant to the Trig Road project. In the absence of site-specific investigations, this is considered an appropriate approach, although it is recommended that the infrastructure indicated on GeoMaps is reviewed on site to ensure it is correct.

The SGA report states that they 'Healthy Waters are yet to confirm whether 100-year attenuation is required' as part of this development. I do not see this as a correct statement to be made. Healthy Waters is not proposing a development and therefore SGA need to undertake the relevant assessment to determine their impacts and whether it is required to be mitigated. Despite this statement the dry detention pond will be sized to provide attenuation of the 100-year event and therefore is a conservative approach for the NOR designation.

Design on the detention basin's performance will also need to meet operational requirements as set out by the New Zealand Defence Force (**NZDF**) due to the proximity of the project to the Whenuapai Airforce Base.

The modelling undertaken as part of the Trig Road project is limited to HEC-HMS hydrological assessment with adjusted rainfall to reflect 2.1 degrees climate change increases to the 24-hour design rainfall.

Water quality management appears to be being provided for Trig Road itself through raingardens that will conform with the Auckland Transport Technical Design Guide (**TDG**) document. SMAF detention of the 95th percentile storm event will be provided through dry detention basins located within the designation.

Part of Hobsonville Road included in the Trig Road project area but remaining connected to the existing stormwater drainage network will not receive treatment or volume control. This is a relatively small area of the total Trig Road Project (approx. 6% of the total project area); however, SGA should provide a justification why this development area will not be providing stormwater management, particularly as Hobsonville Road will be a High Contaminant Generating Area (**HCGA**) by definition in the Auckland Unitary Plan (**AUP**).

Conceptual design of the detention / attenuation basin has been completed using HEC-HMS and the sizing of the device has been incorporated into the designation plans indicating that there is sufficient room allowed to fit the current design. There is also a significant allowance of available land that can incorporate alterations to the size and shape of the device as the design process continues.

North West Local Arterial Road NORs

The method of assessment that has been completed for the Local Arterial Road NORs is the same as undertaken for the Redhills HIF NOR; flood assessment only, with no specific design of stormwater management devices completed, and considering both 2.1 degrees and 3.8 degrees climate change impacts of flooding.

The assessment considers a number of projects and presents modelling results exclusive and inclusive of mitigation at key locations in the catchment. This approach is considered appropriate at this concept stage of design.

The basis of design for the NORs appears to be water quality management, SMAF 1 hydrology mitigation (retention and detention of the 95th percentile rainfall event) and an allowance to attenuate the 100-year rainfall event to pre-development levels. This is considered to provide a conservative approach and will allow for the adequate designation of land to be completed for the NORs. At this stage the sizing of the device appears to be relatively generic, which is acceptable at the concept stage. Each device will be refined through the design process.

As for the HIF projects, the 2016 regionwide LiDAR data set has been used to represent the ground profile. This will not include any developments that have occurred since 2016 (e.g., the Whenuapai 1 and 2 Precincts) which may impact on proposed vertical alignment of the roads and catchments draining to the proposed arterial roads. As the arterial road projects advance, the design will need to be updated to reflect actual ground profiles and this data will be required to be collected by SGA.

As per the Redhills HIF project, sizing of the devices has been based on 10% of the contributing catchment area. As previously said, experience suggests that this approach is acceptable for and NOR; however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant issue, as mostly the device locations have an appropriate buffer of land around them within the designation.

The NORs include for a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. There will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. A more detailed assessment of the impacts of these diversions will be required through the design process.

The General Arrangement plans submitted as part of the Coatesville-Riverhead Highway is missing Sheet 4, which is potentially where the proposed wetland is to be located. This should be provided as part of the submission to confirm that the method of stormwater management.

For the proposed works in the Whenuapai catchment it will be important to design any stormwater device to meet the operational performance required by the NZDF. For part of the catchment between Hobsonville Road and Upper Harbour Highway existing Network Discharge Consents for the Waiarohia Stream will need to be complied with.

Strategic NORs

The SGA Strategic NORs cover an area from Whenuapai in the east past Huapai town centre in the west. The alignments pass through a number of stormwater catchments and in some areas extends outside of the Rural Urban Boundary (**RUB**) as defined in the AUP.

The stormwater assessment used for the Strategic NORs is the same that has been used for the HIF Redhills and Local Arterial Road NORs; only a flooding assessment presented considering both 2.1 degrees and 3.8 degrees climate change impacts on design rainfall.

The potential stormwater management devices have again been sized based on a 10% land take compared to the drainage catchment and are considered to provide 100-year attenuation of post development flows to pre-development levels. As previously said, experience suggests that this approach is acceptable for an NOR; however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant issue, as mostly the device locations have an appropriate buffer of land around them within the designation.

The proposed stormwater management includes hydrology mitigation, water quality treatment and attenuation up to the 100-year event. This approach is acceptable for an NOR and will be refined and the design process proceeds.

The Strategic NORs include for a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. There will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. A more detailed assessment of the impacts of these diversions will be required through the design process.

Flood modelling of the Strategic NORs has been undertaken utilising existing HW catchment models (Whenuapai and Redhills) or derived catchment models by SGA as part of this work (Taupaki and Kumeu – Huapai). The 100-year floodplain differences between the SGA pre-development and post development scenarios (for 2.1 degrees climate change) are presented in the report at locations where there are existing culverts / bridges, or where these will be required in the future as a result of new roads.

In general, the post development modelling indicates increased flooding on the upstream side of the roads, with decreased flooding on the downstream side. The current report presents flood differences (i.e., changes in depth) which does not provide the full details of the effects. For example, the flood lobe may increase, but the extent of flooding may not differ considerably due to flow being retained within the channel. In that instance the effects would be negligible. The increases in flood depth upstream of the roads are expected as the road will effectively act as a dam; however, it will be necessary to undertake detailed assessments of the crossings as the design proceeds to ensure that the effects are better understood.

There are Strategic NORs proposed in the Kumeu – Huapai area, which have recently experienced significant flooding. Although (as the flood report clearly states) the strategic NORs will not be able to resolve the impacts of flooding there may be opportunities for the SGA projects to have a positive impact in some local areas. It is recommended that when this area is being looked at in more detail, SGA contact HW to see if there is any updated modelling that can be used to inform the SGA design.

3F Historic heritage and archaeology

Historic Heritage Technical Memo – Cultural Heritage Implementation Team, Heritage Unit

To:	Jo Hart: Senior Policy Planner – Plans and Places, Auckland Council Ben Willis: Policy Planner – Plans and Places, Auckland Council
CC:	
From:	Mica Plowman: Principal Heritage Advisor, Cultural Heritage Implementation, Heritage Unit.
Date:	16 ^h June 2023

1.0 APPLICATION DESCRIPTION

Application and property details

Applicant's Name:	Supporting Growth Alliance (Auckland Transport and Waka Kotahi – New Zealand Transport Agency).
Application purpose description:	Notice of Requirements to amend the Unitary Plan and associated Regional Resource Consents to enable the construction, operation, and maintenance of three future local arterial corridors at Redhills (2 NOR) Riverhead (1 NOR), and Whenuapai (5 NoRs), West Auckland.
Relevant application numbers:	
Site address:	Multiple sites located at Red Hills, Riverhead and Whenuapai.

2.0 INTRODUCTION

2.1 I am a qualified archaeologist who has worked professionally in this field for the past 28 years. I am a Heritage New Zealand Pouhere Taonga (HNZPT) approved archaeologist under section 45 of the HNZPT Act (2014). I have worked as an independent consultant and as a contractor to archaeological and engineering consultancy firms on the North Island. As a result, I have relevant broad-based practical experience in all aspects of cultural heritage resource management and am fully conversant with Local Authority plan processes, the Resource Management Act (RMA), and HNZPT Act 2014 legislative requirements. The focus of my current role as Principal Heritage Advisor for the Auckland Council Heritage Unit (HU) is to provide specialist expertise and leadership in the development and implementation of plans, programmes and operational strategies to identify, conserve and enhance historic heritage features and landscapes within the Auckland region. I support council departments in meeting their requirements of the RMA (Part 2, Section 6 e and f matters) and the HNZPT Act (2014) and I routinely provide statutory and non-statutory heritage advice and reporting outputs into the regulatory process and work

programmes across the council.

- 2.2 I have undertaken a review of the Supporting Growth North West Local Arterial Notices of Requirements for Redhills, Riverhead, and Whenuapai lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to historic heritage and archaeological effects (Table 1).

Table 1: Local Arterial NoRs reviewed in this memo.

Notice	Project	Description	Requiring Authority
Redhills-Riverhead			
NoR RE1	Don Buck Road	Upgrade of Don Buck Road corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport
NoR RE2	Fred Taylor Drive	Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor	Auckland Transport
NoR R1	Coatesville-Riverhead Highway	Upgrading the southern section of the corridor to a 33m two-lane low-speed rural arterial cross-section with active mode facilities on the western side; and upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor.	Auckland Transport
Whenuapai			
NoR W1	Trig Road	Upgrade of Trig Road corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport
NoR W2	Māmari Road	Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport
NoR W3	Brigham Creek Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport
NoR W4	Spedding Road	Upgrade of the existing Spedding Road corridor and new east and west extensions to form a 24m wide two-lane arterial with separated active mode facilities on both sides of the corridor.	Auckland Transport
NoR W5	Hobsonville Road	Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane. <ul style="list-style-type: none"> • Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross-section with separated active mode facilities on both sides of the corridor. • Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross-section with separated active mode facilities on both sides of the corridor. 	Auckland Transport

3.0 ADEQUACY OF INFORMATION

3.1 The assessment below is based on the information submitted as part of the application. I have reviewed the following documents:

- Supporting Growth North-West. Assessment of Effects (AEE) on the Environment, North West Local Arterials. Auckland Council Soft Lodgement Draft. PART A - Background and Receiving Environment. Prepared by Auckland Transport (no date).
- Supporting Growth North-West. Assessment of Effects (AEE) on the Environment, North West Local Arterials. Auckland Council Soft Lodgement Draft. PART B - Assessment of effects under s171 and s181(2) of the RMA. Prepared by Auckland Transport, January 2022.
 - Appendix 2 – Designation drawings.
 - SGA-DRG-NWE-001-GE-0001_OVERALL COVER SHEET_REV B_Draft
 - SGA-DRG-NWE-001-GE-0001_REDHILLS_COVER SHEET_REV B_Draft
 - SGA-DRG-NWE-001-GE-2000_FRED TAYLOR DR FTN UPGRADE_COMBINED_REV B_Draft
 - SGA-DRG-NWE-001-GE-5000-DON BUCK RD_COMBINED_REV B_Draft
 - SGA-DRG-NWE-002-GE-0001_WHENUAPAI COVER SHEET_REV B_Draft
 - SGA-DRG-NWE-002-GE-2000-BRIGHAM CREEK_COMBINED_Rev B Draft
 - SGA-DRG-NWE-002-GE-3000-MAMARI RD_COMBINED_Rev B Draft
 - SGA-DRG-NWE-002-GE-4000-TRIG RD_COMBINED_Rev B Draft
 - SGA-DRG-NWE-002-GE-5000-NEW SPEDDING RD_COMBINED_REV B Draft
 - SGA-DRG-NWE-003-GE-1000-COASTE VILLE RIVERHEAD HWAY_COMBINED_REV B_Draft
 - SGA-DRG-NWE-004-GE-7000-HOBSONVILLE RD_COMBINED_REV B Draft
 - Appendix 3 – supporting technical documents.
 - A). Supporting Growth. North West Redhills-Riverhead. Assessment of Effects on Heritage/Archaeology. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, April 2022.
 - B). Supporting Growth. North West Whenuapai. Assessment of Heritage/Archaeology Effects. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, February 2022.
- Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date).

Sections relevant to my area of expertise”

- Supporting Growth. Redhills and Riverhead Assessment of Landscape Effects. Prepared for Auckland Transport by Boffa Miskell Ltd. August 2022.
- Supporting Growth. North West Whenuapai Landscape Effects Assessment. Prepared for Auckland transport by Boffa Miskell Ltd. July 2022.

- Appendix 4 – Proposed Conditions

3.2 I have assessed the information in these documents against the Auckland Unitary Plan Operative in part (updated June 9th, 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA. However, I have concerns that the applicant’s submitted heritage documents are not sufficiently comprehensive to assess the effects of the proposal(s).

3.3 In making its assessment, I have also taken into account:

- a. Auckland Council Cultural Heritage Inventory (CHI) <https://chi.net.nz/>
- b. New Zealand Archaeological Association (NZAA) *ArchSite* Database <http://www.archsite.org.nz/>
- c. Heritage New Zealand Pouhere Taonga Rārangi Kōrero/The List <https://www.heritage.org.nz/the-list>
- d. ICOMOS New Zealand Charter <https://icomos.org.nz/charters/>
- e. Other relevant sources containing historical and archaeological information.

Definitions used with this memo

3.4 Chapter J in the Auckland Unitary Plan Operative in part [AUP OIP] (updated 10 March 2023) defines an archaeological site as having the same meaning as in the Heritage New Zealand Pouhere Taonga Act 2014. No interpretation of an archaeological site is provided within the Resource Management Act 1991; rather historic heritage is interpreted in Part 1, Section 2¹. The interpretation of historic heritage is substantially broader than just an archaeological site and is not limited by the inclusion of a *terminus ante quem* date.

3.5 As such, when the term ‘archaeological’ is used within this memo, it specifically refers to a site that would meet the definition of an archaeological site as provided in Chapter J in the AUP OIP (updated 10 March 2023). All other sites would fall under the Resource Management Act 1991 definition of historic heritage.

Other Teams Involved

3.6 The North West Local Arterial NoR applications have been referred to Auckland Council’s Built Heritage Implementation Team because the proposed works have

¹ historic heritage— (a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological: (ii) architectural: (iii) cultural: (iv) historic: (v) scientific: (vi) technological; and (b) includes— (i) historic sites, structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Māori, including wāhi tapu; and (iv) surroundings associated with the natural and physical resources.

the potential to effect built heritage within the application's boundaries.

Exclusions

- 3.7 This memo does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua place in the area may differ from its archaeology/historic heritage values and are determined by mana whenua. It is the applicant's responsibility to liaise with mana whenua to determine mana whenua values.

Site Visit

- 3.8 A site visit was undertaken to the project area on 12th and 13th December 2022 and on the 12th of June 2023. The application areas were viewed from the public road. No private properties were accessed.

4.0 ASSESSMENT OF EFFECTS

- 4.1 Details of the project background are provided in the AEEs and supporting application material and will not be repeated here, unless when describing direct and indirect, actual and potential adverse effects on historic heritage.

Historic heritage within the application boundaries

- 4.2 This section summarises the historic heritage of the areas within the Notice of Requirement applications' boundaries and includes any specific historic sites that have been identified. The information derives from the NoR applications and supporting documentation, (in particular the AEE² and Historic Heritage Assessments (HAAs))³ and other relevant sources listed in Section 3.
- 4.3 The HHA's have identified historic heritage sites within the proposed designation boundary, including a 200m buffer to highlight additional areas of heritage potential or sensitivity⁴. Sites were identified primarily through background historical and archaeological research, with minor supporting field surveys (significantly limited due to landowner access permissions, project scale, and environment).

North West Redhills Riverhead Designations

- 4.4 The location of the Northwest Redhills-Riverhead Designations is illustrated in Appendix 1.

2 A). Supporting Growth North-West. Assessment of Effects (AEE) on the Environment, North West Local Arterials. Auckland Council Soft Lodgement Draft. PART A-Background and Receiving Environment. Prepared by Auckland Transport (no date).

B). Supporting Growth North-West. Assessment of Effects (AEE) on the Environment, North West Local Arterials. Auckland Council Soft Lodgement Draft. PART B- Assessment of effects under s171 and s181(2) of the RMA. Prepared by Auckland Transport, January 2022.

3 A). Supporting Growth. North West Redhills-Riverhead. Assessment of Effects on Heritage / Archaeology. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, April 2022.

B). Supporting Growth. North West Whenuapai. Assessment of Heritage / Archaeology Effects. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, February 2022.

C). Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council's request for further information (No date).

4 HHA April 2022 (Redhills-Riverhead).

NoR RE1 Don Buck Road FTN Upgrade

- 4.5 There are no historic heritage sites recorded within the NoR RE1 (Don Buck Road designation extent or the 200m buffer zone).
- 4.6 The HHA identifies one possible risk area (at the margins of the 200m buffer zone) where potential unrecorded archaeological features may be encountered around a small stream in Rush Creek Reserve (site of the proposed stormwater pond)⁵. Historic aerials indicate the area has been profoundly modified (if not constructed) and it is unlikely any surviving features remain.

Table 2: Historic heritage sites identified in the HHA in the Redhills- Riverhead NoR RE1 (Don Buck Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR RE1 Don Buck Road FTN Upgrade</i>				
n/a	n/a	Risk area - modified waterway	Within 200m buffer of NoR RE1 Don Buck Road designation	yes

Historic heritage values and effects- NoR Re1 Don Buck Road designation

Historic Heritage Values and Significance

- 4.7 No historic heritage sites are recorded within or in the immediate vicinity of NoR RE1 Don Buck Road project area and none were identified during the field survey. The HHA concludes that the NoR RE1 designation has no known heritage values and a low potential for unidentified subsurface heritage remains to be present.⁶
- 4.8 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

Historic Heritage Effects

- 4.9 The construction and operation of NoR RE1 Don Buck Road will have no effects on any known archaeological or other historic heritage values. The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.

Applicant's proposed designation NoR RE1 (Don Buck Road) conditions

Mitigation

- 4.10 The HHA⁷ concludes that the limited potential for unidentified archaeological remains to be exposed during construction can be managed through a contractor's

⁵HHA April 2022 (Redhills -Riverhead pg.16).

⁶ HHA April 2022 (Redhills-Riverhead).

⁷ HHA. (Redhills-Riverhead) pg.14-16, 20.

- briefing/ induction and the Implementation of an Accidental Discovery Protocol.⁸
- 4.11 The AEE states⁹ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 4.12 The AEE also states that as part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and in an Archaeological Management Plan prepared for the HNZPTA authority application.

NoR RE2 Fred Taylor Drive FTN Upgrade

- 4.13 The Auckland Council CHI records one historic heritage site within the immediate vicinity of NoR RE2 Fred Taylor Drive designation extent; the site of a WWII Boeing B17 Flying Fortress crash site (June 9th, 1942) (CHI No 20445/NZAA R11/3097). The primary site area, which includes the exploded bomb crater is recorded at 81 Fred Taylor Drive. However, the debris field caused by the crash was extensive and extended over 81-85 and 89 Fred Taylor Drive and Kopupaka Reserve on the eastern side of the road and historic oblique aerial images show debris recorded at 122 and 124 on the western side of Fred Taylor Drive.¹⁰

⁸ Please note: The AUP Accidental Discovery Rule as outlined in E11.6.1 and E12.6.1 is the standard that applies for pre1900 archaeological sites. The development of Accidental Discovery Protocols is required only for post 1900 archaeological sites.

⁹ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1 pg.13).

¹⁰ CHI Record (CHI 20445).

Table 3: Historic heritage sites identified in the HHA within Redhills- Riverhead NoR RE2 (Fred Taylor Drive) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR RE2 Fred Taylor Drive FTN Upgrade</i>				
CHI 20445	R11/3097	WWII Boeing B17 crash site	Within NoR RE2 designation extent at 81-85, 89, 122, and 124 Fred Taylor Drive and Kopupaka Reserve	Potentially affected

Historic heritage values and effects of the proposed NoR RE2 Fred Taylor Drive designation

Historic Heritage Values and Significance

- 4.14 The HHA does not provide a values or significance assessment of WWII Boeing B17 crash site (CHI No 20445/ R11/3097), but rather states the site is of local significance linked to worldwide events.¹¹
- 4.15 In the Heritage Units opinion, the CHI site (CHI No 20445) is a regionally, perhaps internationally significant, and rare WWII historic heritage site that has yielded significant documented archaeological remains (within the bomb crater at 81 Fred Taylor Drive).
- 4.16 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

Historic Heritage Effects

- 4.17 The HHA concludes that construction and operation of the NoR RE2 Fred Taylor Drive will have no effects on any known archaeological or other historic heritage values. However, the project works encompass areas associated with the Boeing B17 crash site and debris field within the road reserve and at 122-124 Fred Taylor Drive and the potential exists, albeit low,¹² for additional archaeological debris and/or fragmented human remains to be located within the project area.¹³
- 4.18 The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.

¹¹ HHA. (Redhills-Riverhead) pg.33.

¹² HHA. (Redhills-Riverhead) pg.25-33.

¹³ The archaeologist, Dr, Simon Bickler who excavated the bomb crater at 81 Fred Taylor Drive has an agreement with the U.S. Military to repatriate any human remains recovered from this significant WWII crash site.

Applicant's proposed designation NoR RE2 (Fred Taylor Drive) conditions

Mitigation

- 4.19 The AEE states¹⁴ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 4.20 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.
- 4.21 The HHA (section 92 addendum)¹⁵ recognises that an archaeological Authority under the HNZPTA (2014) recommended in the HHA is not appropriate mitigation for the mid-20th century (post-1900) Boeing B17 plane crash site (CHI 20445-R11/3097) and recommends that potential effects can be managed through a contractors briefing/ induction; site fencing outside of earthwork area; archaeological monitoring and the development of accidental discovery protocols.¹⁶

NoR R1 Coatesville Riverhead Highway Upgrade

- 4.22 The HHA states that there are no recorded historic heritage sites within the NoR R1 extent¹⁷.
- 4.23 The Auckland Council CHI records three historic heritage site within or likely within the designation extent of NoR R1 Riverhead Coatesville Highway project area; the site of the Harkins Point to Helensville Railway (CHI 15039/NZAA R10/1487) and the Te Tāonga Waka portages (CHI 141 landing and portage, CHI 13092 canoe portage).
- 4.24 **Portage Railway Line (CHI 15039/NZAA R10/1487).** In the 1860s, there was pressure from local settlers and members of the Provincial Council for a rail line to the Kaipara to open it up for development. The cost of transportation by portage between Riverhead and Helensville was slow and expensive. From 1869 onwards pressure intensified, and work had begun on the Kaipara railway by the end of 1871. In 1875, the Railway from Riverhead to Helensville was at last opened. The railway known as the *Portage Railway* ran from Riverhead to Helensville and operated between 1875 and 1885. The trip took one hour and forty minutes to reach Helensville including stops. A portion of the route is recorded on the Council GIS over approximately four kilometres from Harkins Point, Riverhead along Old Railway Road across SH16 to Kumeu. The recorded remains of the site include several areas of raised railway embankment.¹⁸ The Portage Railway is thought to have

¹⁴ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1, pg. 13).

¹⁵ Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council's request for further information (No date).

¹⁶ Note: the AUP:OIP Accidental Discovery Rule (E12.6.1) doesn't apply to post_1900 historic heritage sites.

¹⁷ HHA (Redhills-Riverhead) pg.38.

¹⁸ CHI record site 15093 (Portage Railway). See also, Usher 2021. Transpower ALB–HEN–A Decommissioning: Archaeological

followed (in part) the traditional Māori portage between the Waitemata and Kaipara Harbours named Te Tāonga Waka.

Te Tāonga Waka Portages (CHI 141 and CHI 13092).

- 4.25 The HHA note the existence of a portage within the project area from an unspecified historic map but provides no details and concludes that portages are rarely recognised in the archaeological record.¹⁹
- 4.26 Two portage locations are marked on the CHI as the eastern entrances to the Riverhead-Kumeu-Kaipara Harbour portage. According to tradition the Te Tāonga portage(s) were used for at least eight centuries from the time of Te Toi Te Hautahi and was traversed by members of the Arawa canoe and a smaller canoe associated with Arawa, the Pukateawainui. The portage ran from a spot known as Te Tāonga Waka on the Pitoitoi inlet, near the head of the Waitemata Harbour (Riverhead), overland to the Kumeu River near the present-day bridge in SH16. The portage(s) remained a major canoe portage, walking and coach road for Māori and early settlers in the area until the later nineteenth century until the construction of the Portage Railway link in 1875.²⁰ The southernmost location, CHI 13092 marks the landing area thought to represent the location of the canoe portage.
- 4.27 The northern most landing is recorded as CHI 141 and is scheduled as a Category A, site in scheduled in the AUP (ID-02172 CMA). The site comprises stone steps cut into bedrock, keel marks in the stream bed, and a lodging slot for a heavy beam are present in the rock stream bed at the head of the tidal inlet. These features are probably historic - possibly dating from the 1860's when the route was serviced by coaches established by Issac McLeod of Helensville and Messrs and Quick's Cobb & Co.
- 4.28 In addition to these two recorded sites, recent archaeological research undertaken as part of a structure plan/ plan change for Riverhead²¹ has identified two potential heritage features located within the designation footprint and the 200m buffer zone from research of historic maps. The first is the location of the former historic track marked "*track to Deacon's Inn*" (Plan SO 958 dated 1862) located to the south of Riverhead Road through the designation footprint and the 200m buffer in alignment with Pitoitoi Road. This track is located to the north of the waka portage/landing (CHI 13092) but may have followed the well-established route of the waka portage²². The second is an undated plan (circa 1850) that illustrates that prior to the construction of the Riverhead Coatesville Highway alignment, the 19th century Riverhead road traverse made a sharp turn west to connect with Lathorpe Road before joining Great North Road. This 19th century Riverhead road traverse is within the designation footprint and 200m buffer zone at approximately 1200 Coatesville Riverhead Highway.²³

report to Transpower New Zealand Ltd Prepared by CFG Heritage Limited.

¹⁹ HHA (Redhills-Riverhead) pg.38.

²⁰ CHI record site 15093 (Portage Railway) and site 13092 (Te tāonga Waka-portage).

²¹ Proposed Riverhead Structure Plan and Plan Change, Auckland: Archaeological Assessment Prepared for Riverhead Landowner Group September 2022 (Updated From March 2022) by Clough and Associates (Richard Shakles (BA Hons, BSc) Rod Clough (PhD)).

²² Proposed Riverhead Structure Plan and Plan Change, Auckland: Archaeological Assessment Prepared for Riverhead Landowner Group September 2022 (Updated From March 2022) by Clough and Associates (Richard Shakles (BA Hons, BSc) Rod Clough (PhD)).

²³ Proposed Riverhead Structure Plan and Plan Change, Auckland: Archaeological Assessment Prepared for Riverhead

Table 4: Historic heritage sites identified in the HHA within the NoR R1 (Coatesville Riverhead Highway Upgrade) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR R1 Coatesville Riverhead Highway Upgrade</i>				
CHI 15093	R10/1487	Transport Communication-Harkins Railway/Portage Railway	Within NoR R1 designation extent-Harkins Point to Kumeu via old Railway Road	Likely affected
CHI13092		Te Tāonga Waka-canoe landing and portage(s)	Within NoR R1 designation extent - Generally thought to follow the Harkins Railway route	Unknown
CHI 141		Te Tāonga Waka-canoe landing and portage? Historic portage	Potentially within NoR R1 designation extent	Unknown
n/a	n/a	Historic track	Within NoR R1 designation extent and 200m buffer	Unknown
n/a	n/a	Historic road alignment	Within NoR R1 designation extent and 200m buffer	Unknown

Historic heritage values and effects of the proposed NoR R1 Coatesville Riverhead Highway

Historic Heritage Values and Significance

- 4.29 The HHA (and the section 92 request addendum)²⁴ do not provide a values or significance assessment for the recorded Portage Railway (CHI 15093/ R10/1487) or canoe portages (CHI 13092 and CHI 141). Nor do they record or assess the values of the historically documented 19th century “Deacons Inn track” and historic road alignment.
- 4.30 The Te Tāonga-Waka Portage route(s) (CHI13092/CHI 141) likely have traditional cultural significance to Māori and are locally significant historically as part of a key transportation/communication routes. The Te Tāonga Portage (CHI 141) landing extent (in the CMA) is scheduled in the AUP as a regionally significant Category A site, with additional archaeological controls and as a site of significance to Māori.
- 4.31 The prehistoric portage route is not associated with any known archaeological features, but recent research and excavation of the Dining’s Road²⁵ subdivision development has identified a number of previously unidentified archaeological sites that are likely related to prehistoric use of the portage. It also seems likely that portions of the portage were formalised into historic coach, rail and walking routes

Landowner Group September 2022 (Updated From March 2022) by Clough and Associates (Richard Shakles (BA Hons, BSc) Rod Clough (PhD)), pg. 18-20,26.

²⁴ Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date).

²⁵ Proposed Residential Development, 29 Dinning Road, Riverhead, Auckland: Preliminary Archaeological Assessment Report Prepared for Cabra Developments Ltd by Richard Shakles (Ba Hons, Bsc) Zarah Burnett (Ma Hons) Sarah Phear (Phd) November 2015; Updated March & May, July, August 2016.

and could potentially have an archaeological signature.

- 4.32 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] or sites Significance to Mana whenua identified under the AUP: OIP.²⁶

Historic heritage effects

- 4.33 The Portage Railway route (CHI 15093/R10/1487) from Harkins Point along Old Railway Road intersects the Coatesville Riverhead Highway. The HHA addendum states that the construction and operation of the NoR R1 will affect any surviving remains of the portage railway route (CHI 15093/R10/1487) embankment within the designation area. However, as the site was not initially recognised by the HHA proper, the site has not been researched or surveyed to determine what potential remains of the railway route exist in the project area.
- 4.34 Similarly, the potential effects of the designation NoR 1 on the omitted prehistoric and historic portages, the 19th century “Deacons Inn track” and historic road alignment have not been addressed by the HHA.
- 4.35 The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.

Applicant’s proposed designation NoR R1 (Coatesville Riverhead Highway) conditions

Mitigation

- 4.36 The HHA (section 92 addendum) identifies the requirement to obtain an HNZPTA (2014) Authority to modify any remains associated with the portage railway that are located within the RE1 designation.
- 4.37 The AEE states²⁷ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 4.38 As part of the HAMP, further research, and a survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

North West Whenuapai Designations

- 4.39 The location of the Northwest Whenuapai Designations NoR W1-W5 are illustrated in Appendix 2.

²⁶ Although the Te Tāonga Waka-canoe landing and portage(s) are not specifically listed in schedule 12 of the AUP, the applicant is advised to discuss NoR 1 with mana whenua.

²⁷ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1, pg.13).

NoR W1 Trig Road Upgrade

- 4.40 There are no historic heritage sites recorded within the NoR W1 (Trig Road) designation extent. One WWII anti-aircraft gun emplacement (CHI 20469) is located within 200m of the designation extent (200m buffer zone) but is unaffected by NoR W1. This site is discussed in more detail below as part of the NoR W4.²⁸

Table 5: Historic heritage sites identified in the HHA within the NoR W1 (Trig Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR W1- Trig Road Upgrade</i>				
20469	n/a	WWII Gun emplacement	Within 200m buffer of NoR W1 Trig Road at 92 Trig Road	No

Historic heritage values and effects - NoR W1 Trig Road designation

Historic Heritage Values and Significance

- 1.1 No historic heritage sites are recorded within or in the immediate vicinity of the NoR W1 Trig Road project area and none were identified during the field survey. The HHA concludes that the NoR W1, Trig Road designation has no known heritage values and negligible potential for unidentified subsurface heritage remains to be present.
- 1.2 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP

Historic Heritage Effects

- 1.3 The construction and operation of NoR W1 Trig Road will have no effects on any known archaeological or other historic heritage values. The HHA however, cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.

Applicant's proposed designation NoR W1 (Trig Road) conditions

Mitigation

- 1.4 The HHA²⁹ concludes that the potential for unidentified archaeological remains to be exposed during construction can be managed through a precautionary HNZPT Act Authority and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority.
- 1.5 The AEE states³⁰ that potential effects on historic heritage will be managed through

²⁸ HHA. (Whenuapai) pg.23-24.

²⁹ HHA (Whenuapai) pg.23-24.

³⁰ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1, pg.13).

the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.

- 1.6 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

NoR W2 Mamari Road Upgrade

- 1.7 There are no historic heritage sites recorded within the NoR W2 (Mamari Road) designation extent or the 200m buffer zone.³¹
- 1.8 The HHA identifies one possible risk area where potential unrecorded archaeological features may be encountered where the designation route crosses Sinton Stream that flows into Totara Creek.³²

Table 6: Historic heritage sites identified in the HHA within the NoR W2 (Mamari Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR W2- Mamari Road</i>				
n/a	n/a	Risk Area – Sinton Stream	Within NoR W2 Mamari Road extent	Yes

Historic heritage values and effects- NoR W2 Mamari Road designation

Historic Heritage Values and Significance

- 1.9 There are no historic heritage sites recorded within or in the immediate vicinity of the NoR W2 Mamari Road project area and none were identified during the field survey. The HHA concludes that the NoR W2 Mamari Road designation has no known heritage values but with some potential for unidentified subsurface heritage remains to be present at the Sinton Stream crossing.³³
- 1.10 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the Sinton Stream crossing as having high information potential and significance.
- 1.11 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

³¹ HHA (Whenuapai) pg.25-26.

³² HHA (Whenuapai) pg.29.

³³ HHA (Whenuapai) pg.30.

Historic Heritage Effects

- 1.12 The construction and operation of NoR W2 Mamari Road will have no effects on any known archaeological or other historic heritage values. The HHA however, cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.

Applicant's proposed designation NoR W2 (Mamari Road) conditions

Mitigation

- 1.13 The HHA³⁴ concludes that the limited potential for unidentified archaeological remains to be exposed during construction can be managed through a precautionary HNZPT Act Authority and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority.
- 1.14 The AEE states³⁵ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at detailed design before construction commences.
- 1.15 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

NoR W3 Brigham Creek Road Upgrade

- 1.16 The HHA states that there are no historic heritage sites recorded within the immediate NoR W3 (Brigham Creek Road) designation area, but that a recorded midden site (CHI 13579/R11/2084) is located within the 200m designation buffer zone on the banks of Totara Creek, which the HHA states is not impacted by the NoR W3.
- 1.17 However, the site record form for the midden site (CHI 13579/R11/2084) also records a historic rubbish and bottle dump south of the midden on the banks of the Totara Creek in the immediate vicinity of the Brigham Creek Road Bridge. Although the record describes the historic rubbish dump as having eroded and been fossicked over time, there is some potential for artefacts to exist around the road bridge within the designation extent of NoR3.³⁶

³⁴ HHA (Whenuapai) pg.30.

³⁵ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1).

³⁶ CHI record 13579 (NZAA site R11/2084). Of note: the HHA (pg. 32 Figure 16) illustrates the western extent of NoR3 further back from the Brigham Creek Road bridge than the Project Arrangement Plan (Supporting Growth Whenuapai- Brigham Creek Upgrade NoR W3 SGA-DRG-NEW-002C1-2101) which shows the NoR extends right to the Brigham Creek Bridge and creek bank where the historic rubbish dump is recorded.

- 1.18 In addition, two high-risk areas are identified within the 200m designation buffer zone; the Totara Creek and Waiarohia Stream crossings, both of which are predominantly unmodified navigable waterways.³⁷

Table 7: Historic heritage sites identified in the HHA within the NoR W3 (Brigham Creek Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR W3- Brigham Creek Upgrade</i>				
13579	R11/2084	Midden/historic artefact dump	Totara Creek banks	Potentially
n/a	n/a	Risk Area –Totara Creek and Waiarohia Stream crossing	Within NoR W3 Brigham Creek Road extent	Yes

Historic Heritage Values and Significance

- 1.19 The HHA states that no historic heritage sites are recorded within or in the immediate vicinity of NoR W3 Brigham Creek Road area and none were identified during the field survey.
- 1.20 In consideration of the details provided in the site record for midden site CHI/13579 (NZAA R11/2084), there is the potential for recorded historic archaeological remains within designation NoR 3 recorded with midden site CHI record 13579 (NZAA site R11/2084) on or around the Totara Creek banks at or around the Brigham Creek Road Bridge.
- 1.21 The HHA identifies two areas of high risk for prehistoric Māori settlement activity within the designation at the Totara and Waiarohia Stream crossings.
- 1.22 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the Totara and Waiarohia Stream crossings as having high information potential and significance.³⁸
- 1.23 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

Historic Heritage Effects

- 1.24 The HHA concludes that the construction and operation of NoR W3 Brigham Creek Road will have no effects on any known archaeological or other historic heritage values. This is inaccurate, there is the potential for historic remains associated with CHI/13579 (NZAA R11/2084) within the designation NoR3 footprint and this omission needs to be corrected.
- 1.25 The HHA also considers that there is also a reasonably high risk of encountering unrecorded archaeological sites within the project area around the Totara and

³⁷ HHA (Whenuapai) pg.31.

³⁸ HHA (Whenuapai) pg.41-42.

Waiarohia Stream crossings.

Applicant's proposed designation NoR W3 (Brigham Creek Road) conditions

Mitigation

- 1.26 The HHA³⁹ concludes that the limited potential for unidentified archaeological remains to be exposed during construction can be managed through a precautionary HNZPT Act Authority and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA Authority.
- 1.27 The AEE states⁴⁰ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 1.28 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

NoR W4 Spedding Road Upgrade

- 1.29 There HHA states that are no historic heritage sites recorded within the designation extent of NoR W4, but that a WWII anti-aircraft gun emplacement consisting of several gun pits and ancillary buildings is immediately adjacent to the designation boundary within the 200m buffer zone (CHI site 20469).⁴¹
- 1.30 In addition, the HHA identifies two risk areas for potential unrecorded archaeological features; where the designation route crosses Totara Creek and where the designation crosses the Waiarohuia and Rawiri streams.

Table 8: Historic heritage sites identified in the HHA within the NoR W4 (Spedding Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR W4- Spedding Road Upgrade</i>				
20469	n/a	WWII Gun emplacement	92 Trig Road – immediately adjacent NoR W4 designation area	Potentially
n/a	n/a	Risk Area –Totara Creek	Risk area – Totara Creek – within designation and 200m buffer	Yes
n/a	n/a	Risk Area Waiarohuia and Rawiri stream	Risk area- Waiarohuia and Rawiri stream	Yes

³⁹ HHA (Whenuapai) pg.42.

⁴⁰ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1).

⁴¹ HHA (Whenuapai) pg.43.

Historic Heritage Values and Significance

- 1.31 The HHA notes that the anti-aircraft gun emplacement (CHI 20469) is not scheduled, but notes that a heritage overlay for the site is proposed and should be considered to have high historic heritage values.⁴²
- 1.32 The Heritage Unit considers that the site forms part of a regionally significant complex of WWII military sites of high historic heritage value. The site is not currently scheduled in the AUP: OIP, but it has been assessed as part of a proposed heritage overlay to protect the site in the AUP: OIP historic heritage schedule (schedule 14).⁴³
- 1.33 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the Totara and Waiarohia Stream crossings as having high information potential and significance.⁴⁴
- 1.34 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

Historic Heritage Effects

- 1.35 The HHA states that NoR W4 Brigham Creek Road does not affect the defined extent of the anti-aircraft battery (CHI 20469), but rather that the battery is located immediately adjacent to the designation corridor. This is incorrect. The defined extent of the anti-aircraft battery (CHI 20469) is located within the designation extent. The Auckland Council Unitary Plan GIS overlay (for proposed modifications) which illustrates the extent of the WWII anti-aircraft emplacement in relation to the mapped extent of NoR W4 is provided in Appendix 1D.
- 1.36 The HHA notes however, that there is a risk, albeit low, of subsurface ancillary structures relating to the anti-aircraft battery to extend outside of the recognised site extent and within NoR W4.⁴⁵
- 1.37 In the Heritage Units opinion, the effects on site CHI 20469 require clarification, avoidance and appropriate mitigation.
- 1.38 The HHA concludes that construction and operation of NoR W4 Brigham Road will have no effects on any known archaeological or other historic heritage values. The HHA considers that there is a high risk of encountering unrecorded archaeological sites within the project area around the Totara stream crossing which is a largely unmodified area and to a lesser extent, the Waiarohia and Rawhiri stream crossings that have been recently modified.⁴⁶

⁴² HHA (Whenuapai) pg.54.

⁴³ The anti-aircraft gun emplacement (CHI 20469) is nominated for scheduling as part of Auckland Council proposed Plan Change 5. This plan change has been deferred due to funding issues.

⁴⁴ HHA (Whenuapai) pg.53.

⁴⁵ HHA (Whenuapai) pg.43,54.

⁴⁶ HHA (Whenuapai) pg.53

Applicant's proposed designation NoR W4 (Spedding Road) conditions

Mitigation

- 1.39 The HHA⁴⁷ concludes that the potential for unidentified archaeological remains to be exposed during construction can be managed through a precautionary HNZPT Act Authority and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority.
- 1.40 The HHA (section 92 addendum) recommends that the WWII anti-aircraft gunnery which is not covered by the provisions of the HNZPT Act is fenced prior to earthworks to protect it during earthworks and archaeological monitoring to ensure the integrity of potential sub-surface features.
- 1.41 The AEE states⁴⁸ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 1.42 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

NoR W5 Hobsonville Road Upgrade

- 1.43 There are no historic heritage sites recorded within the designation extent of NoR W5. However, the Auckland Council CHI records five historic heritage sites within the 200m buffer zone and near the designation extent. These include four residential houses, a community hall, and one 19th-century gum diggers camp (see Table 9 for CHI numbers).⁴⁹
- 1.44 Only three of these sites are extant; the Hobsonville Hall (CHI 3496) and two residential houses (CHI 3699; 3385). None are directly affected. The remaining two sites, a domestic house (CHI 3702/R11/2965) and the gum-digging camp (12363/R11/2026) have been mitigated under HNZPT Authority and resource consent. The gum-digging camp (CHI 12363/R11/2026) was recorded from a reported account and has not been relocated despite extensive consented earthworks at 18 Hobsonville Road.
- 1.45 The HHA cautions that although the gum diggers camp (CHI 12363/R11/2026) has not been discovered by recent earthworks in its recorded location, there is some potential for it to be present in the wider area.⁵⁰

⁴⁷ HHA (Whenuapai) pg.54.

⁴⁸ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1).

⁴⁹ HHA (Whenuapai) pg.57.

⁵⁰ HHA (Whenuapai) pg.58.

Table 9: Historic heritage sites identified in the HHA within the NoR W5 (Hobsonville Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR W5- Hobsonville Road Upgrade</i>				
3496	n/a	Hobsonville Hall	397 Hobsonville Road	No
12363	R11/2026	Gum diggers camp	18 Hobsonville Road – site location unknown/ likely destroyed	Potentially
3385	n/a	Residential house (AUP Schedule 14 I.D. 71)	1 Williams Road	No
3702	R11/2965	Residential	Relocated from the original site at 120 Hobsonville Road - destroyed	No
3699	n/a	Residential House	80 Hobsonville Road	No

Historic Heritage Values and Significance

- 1.46 There are no historic heritage sites recorded within the NoR W5 (Hobsonville Road) designation area, but there are three historic heritage buildings within the 200m designation buffer zone, none of which are directly affected.
- 1.47 No extant historic heritage sites are recorded within or in the immediate vicinity of the NoR W1 Trig Road project area and none were identified during the field survey. The HHA concludes that the NoR W5, Hobsonville Road designation has no known heritage values and negligible potential for unidentified subsurface heritage remains to be present.
- 1.48 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana whenua identified under the AUP: OIP.

Historic Heritage Effects

- 1.49 The construction and operation of NoR W5 Hobsonville Road will have no effects on any known archaeological or other historic heritage values. The HHA however, cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.⁵¹

⁵¹ HHA (Whenuapai) pg.69.

Applicant's proposed designation NoR W5 (Hobsonville Road) conditions

Mitigation

- 1.50 The HHA⁵² concludes that the potential for unidentified archaeological remains to be exposed during construction can be managed through a precautionary HNZPT Act Authority and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority.
- 1.51 The AEE states⁵³ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP) to be prepared at the detailed design stage before construction commences.
- 1.52 As part of the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint. Any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

2.0 SUBMISSIONS

- 2.1 Eight submissions from Heritage New Zealand Pouhere Taonga have been received on the HIF applications on matters concerning historic heritage.
- 2.2 These submissions, which relate to the Redhills (NoRs RE1, RE2 - submissions 17 and 14), Riverhead (NoR R1 - submission 17), and Whenuapai (NoR W1-W5 submissions 10,9,11,7 and 45 respectively) Local Arterial Transport Network Notice of Requirements are summarised below.
- 2.3 As the stated reasons for opposition and the remedy sought are the same across all of the HNZPT submissions for the Redhills, Riverhead, and Whenuapai Local Arterial Transport Network Notice of Requirements, they have been consolidated and presented below using the numbering from HNZPT submission on the Don Buck Road NoR RE1.
- 2.4 This memo only considers aspects of the submissions in relation to archaeological matters. Those aspects of the submissions relating to built heritage will be considered by the Auckland Council Heritage Built Team.

Heritage New Zealand Pouhere Taonga (Notice of Requirement Submissions) opposes the Notice of Requirement NoRE1, NoR RE2, NoR1, NoRW1-1W5.

- 2.5 The specific parts of the Notice of Requirement that Heritage New Zealand's submissions relate to are:
 - (10). HNZPT does not support the use of the HHMP as it is presently

⁵²HHA (Whenuapai) pg.69.

⁵³AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1. Pg.13).

proposed. HNZPT is concerned that while there has been a heritage assessment of the full North West Local Network (NoRs R1, RE1 & RE2), the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.

- (11). The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological authority processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring recording, investigation, and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements

2.6 The stated reasons for opposition to NoR RE1-2, NoR R1, and NoR W1-5 are as follows:

- (14) The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
- (15). The 2022 Assessment of Effects on Heritage/Archaeology as part of the suite of supporting documents for NoR RE1 does not provide the relevant assessment of historic heritage values and effects on built heritage.
- (16). The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
- (17). The HHMP duplicates HNZPTA processes, such as an Archaeological Authority that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.

2.7 (18) Heritage New Zealand Pouhere Taonga seeks relief regarding historic heritage through the following decision from Council:

- (19). A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
- (20). The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA.
- The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters.

- Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.
- 2.8 I agree with the HNZ submission, in so far as archaeological matters are concerned, that a more fulsome report that fully outlines and assesses archaeological matters at the NoR stage is required. A number of issues concerning the archaeological report were raised at the section 92 review stage and these have not been fully addressed by the addendum archaeological report provided by the applicant and as outlined in this memo. This is discussed further in section 6 below.
- 2.9 I disagree that the proposed condition to prepare an HHMP duplicates HNZPTA processes and I do not support revision of the draft designation conditions to prepare a HHMP.
- 2.10 As outlined in the mitigation strategies proposed for each NoR in section 4 (above), the AEE (Part B statutory assessment section 17.1.2 (pg.13) makes the distinction between the function of the HHMP and an Archaeological Management Plan prepared for HNZPTA authority applications clear.
- 2.11 The rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects *on all historic heritage* to ensure the successful implementation and compliance with required procedures and mitigation of effects on historic heritage. In the Heritage Units' opinion, the proposed HHMP achieves this and is complementary to any required for HNZPT Act (2014) purposes. One should not prevail over the other.
- 2.12 Waka Kotahi has recently prepared a *Heritage Specification for Infrastructure, Delivery and Maintenance*, designed to recognise and provide for the intent to protect and conserve heritage places and ensure compliance with legislation including the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT) and the Resource Management Act 1991(RMA).⁵⁴
- 2.13 Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage⁵⁵.
- 2.14 The Heritage Unit strongly supports the use of these NZTA specifications (including those for an HHMP). They are industry standard-setting documents that institute a high level of management and provide a consistent National framework.

⁵⁴ Waka Kotahi P45 Heritage: Heritage Specification for Infrastructure, Delivery and Maintenance Draft for Consultation 11th April 2023. This specification sets out the minimum requirements and related procedures for the management of heritage in infrastructure delivery outlining standard procedures to be followed by Waka Kotahi and their agents.

⁵⁵ Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.

- 2.15 Of note, is the fact that the objective and requirements of the HHMP as outlined in condition 20 for the Supporting Growth Redhills (NoR RE1- RE2, Riverhead (NoR R1) and Whenuapai (Nor W1-W5) designations have been ratified through the reporting/hearing process for the recent Drury NoRs.
- 2.16 In relation to HNZPT submission point 17 and part submission point 20. It is important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressly provided for by the Authority would default to the ADR process.
- 2.17 In the Heritage Units opinion, there are only two NoRs where operating under the AUP Accidental Discovery Rule E11.6.1 and E12.6.1 is appropriate mitigation for archaeological issues; NoR RE1 and RE2. In such instances where the risk of encountering archaeological evidence has been assessed as low by the project archaeologist, reliance on the Accidental Discovery Protocol Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) is an acceptable mitigation strategy for pre-1900 archaeological sites.⁵⁶
- 2.18 It is an operational decision by the applicant to determine whether they obtain an Authority under the Heritage New Zealand Pouhere Taonga Act 2014. This decision is not an RMA matter.

3.0 CULTURAL HERITAGE IMPLEMENTATION TEAM'S ASSESSMENT

- 3.1 This section sets out Auckland Council's Cultural Heritage Implementation Team's assessment of the impact of the proposed designations, as described in the submitted documents, against the provisions in the Auckland Unitary Plan Operative in part (updated 10 March 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA.
- 3.2 The Redhills, Riverhead, and Whenuapai local arterial designations have the potential to affect 8 recorded and/or historically documented historic heritage sites associated predominantly with European settlement activity. These include:
- NoR RE2
 - WWII Boeing crash site (CHI 20445/R11/3097)
 - NoR R1
 - Portage Railway line (CHI 15093/R10/1487)
 - Riverhead Historic Road alignment
 - Deacon's Inn Track
 - Portage(s) (CHI 13092- less so CHI 141)
 - NoR W3

- Midden site/historic rubbish dump (CHI 13579/R11/2084)
 - NoR W4
 - WWII anti-artillery gun emplacement (CHI 20469)
 - NoR W5
 - Gum Diggers Camp (CHI 12363/ R11/2026)
- 3.3 A summary of the HHA assessment of effects, including omitted sites presented in this memo is provided in Table 10.

Definitions

- 3.4 There are inconsistencies between the HHA's and AEE in the nomenclature used and the mitigation strategies provided to manage potential effects on historic heritage. The HHA's nominates precautionary mitigation measures for post-1900 historic heritage sites (such as Accidental Discovery Protocols, site fencing, contractor induction, and archaeological monitoring) and a HNZPT precautionary authority and attendant Archaeological Management Plan for pre-1900 archaeological sites. Conversely, the AEE states⁵⁷ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Heritage and Archaeological Management Plan (HAMP). The AEE also states that in formulating the HAMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint.⁵⁸
- 3.5 The term historic heritage encompasses substantially broader categories and features than an archaeological site (or pre-1900 archaeological sites) and is not limited by the inclusion of a *terminus ante quem* date. The RMA provides a statutory definition of historic heritage (outlined in paragraphs 3.5-3.7 above) and it is this definition that needs to be used when determining and mitigating the effects of a proposal for consenting/NOR purposes.
- 3.6 The terminology used in the HHA and the mitigation recommended for the project NoRs in the AEE and the HHA (and section 92 addendum report) should be consistent and requires revision.
- 3.7 Similarly, the report-specific numbering of archaeological/historic heritage sites [001 etc], rather than consistent use of the NZAA/CHI database references has the potential to add unnecessary confusion to the understanding and management of these sites. Confusion can, amongst other things, lead to accidental damage during construction. The report-specific number system should be updated to include accepted historic heritage and archaeological site reference numbers.

Recorded Historic Heritage, Field Survey, and Assessment

- 3.8 As highlighted in paragraph 4.3 (above), the assessment of historic heritage within and surrounding the proposed designation boundaries is based predominantly on historical and archaeological research with limited field surveys. As a result, most of the project area was not able to be systematically surveyed due to the lack of landowner approvals, project scale, and environment.
- 3.9 In most instances the HHA assesses the potential for effects as unknown and/or

⁵⁷ AEE (Part B) section 17.1.2 Statutory Assessment (Table17-1).

⁵⁸ HNZPT Act 2014 only administers pre 1900 archaeological sites.

- unlikely as the subsurface potential of the various heritage sites are either locationally difficult to define (NoR RE2, NoR W4), potentially destroyed (NoR W5), or were not surveyed as part of the HHA (NoR R1).
- 3.10 In addition, the HHA identifies three NoRs (NoR W2, NoR W3, NoR W4) that intersect with navigable waterways where the potential for unidentified prehistoric settlement sites in two instances is assessed as high (NoR W2, NoR W3).
 - 3.11 Four potential historic heritage sites: midden/historic rubbish dump (CHI 13579/R11/2084); the Te Tāonga-Waka Portage route(s) (CHI13092/CHI 141), Deacons Inn track and the Riverhead Historic Road alignment have been omitted from the Historic Heritage assessment of effects. A fifth, the Portage Railway (CHI 20445/R11/3097) was initially omitted from the HHA but has been included in the section 92 addendum report following comment from the Heritage Unit.
 - 3.12 As a result, of these omissions, the potential for visible or subsurface features associated with these heritage sites, their potential extents, their heritage values, and the extent of potential modification have not been assessed by the project.
 - 3.13 Similarly, the HHA identifies the potential for effects of NoR W4 on subsurface features associated with a significant WWII anti-artillery gun emplacement. This is a significant heritage site that has been assessed and nominated for scheduling⁵⁹. The Council GIS Layer indicates that the designation footprint overruns the extent defined for protection. Any effects, potential or otherwise require clarification, and options for avoidance need to be outlined. Other areas around navigable waterways within the Whenuapai designation areas (NoR W2, W3, W4) identified as high risk for settlement sites should also be fully examined.
 - 3.14 In addition, the assessments provided for several areas including Redhills, Riverhead, and Spedding Road would benefit from the incorporation of available recent archaeological research, field survey, and excavation to expand and/or support the risk assessment and mitigation proposed (NoR RE1-2, NoR R1, and NoR W4).
 - 3.15 I understand that the draft proposed designation conditions reference further identification survey and assessment of historic heritage sites in the preparation of the HHMP and once further land is acquired by Auckland Transport/Waka Kotahi (and closer to detailed design). However, in the Heritage Units' opinion, the HHA and section 92 addendum report as submitted is not commensurate to the effects of the proposals nor does it conform to the standard for archaeological research and assessment as outlined in widely accepted historic heritage/archaeological assessment guidelines, such as; the HNZPT Archaeological Guidelines series N0 2 *Writing Archaeological Assessments* or the Waka Kotahi Guideline 1 *Historic Heritage Impact Assessment Guide for State Highway Projects* ⁶⁰.
 - 3.16 To ensure the HHA (and section 92 addendum report) documents are comprehensive in the identification and assessment of effects of the proposal on

⁵⁹ Plan Change 5 has been withdrawn due to funding issues.

⁶⁰ A). HNZPT Archaeological Guidelines series N0 2 *Writing Archaeological Assessments* July 2019 ISBN 978-1-877563-36-2 (online) ISSN 1179-6413. B). Waka Kotahi. March 2015, Version 1, FINAL. *Historic Heritage Impact Assessment Guide for State Highway Projects* Guideline 1: Transport Agency archaeological assessment report template sections 7,8,9,10,11.

historic heritage sites and values, they require consolidation and amendment to include;

- relevant archaeological research
- the inclusion of omitted recorded and reported sites
- clarity on the archaeological potential of affected sites
- An assessment of heritage values and significance using the AUP assessment criteria (RPS Section B5.2.2)
- the correct/proposed mitigation including the condition to prepare a HHMP nominated by the project.

3.17 Without the provision of this required information in the HHA, then the applications are, as the HNZPT submission suggests, deferring the assessment of effects on known and potential heritage sites to the Outline Plan stage.

4.0 RECOMMENDATION

4.1 Subject to the provision of a consolidated and updated HHA as outlined above (at the NoR stage) I am supportive of the approach to managing historic heritage effects through the development and implementation of a Historic Heritage Management Plan as outlined in the proposed draft conditions.

5.0 CONDITIONS AND ADVICE NOTES

5.1 The following condition is recommended to attach to the Redhills, Riverhead and Whenuapai Arterial Transport Designations:

- That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 *Writing Archaeological Assessments* and/or the Waka Kotahi Guideline 1 *Historic Heritage Impact Assessment Guide for State Highway Projects templates*.

6.0 REVIEW

Memo reviewed by:

Chris Mallows – Team Leader Cultural Heritage Implementation, Heritage Unit.

Signature:

Date:

15/6/2023

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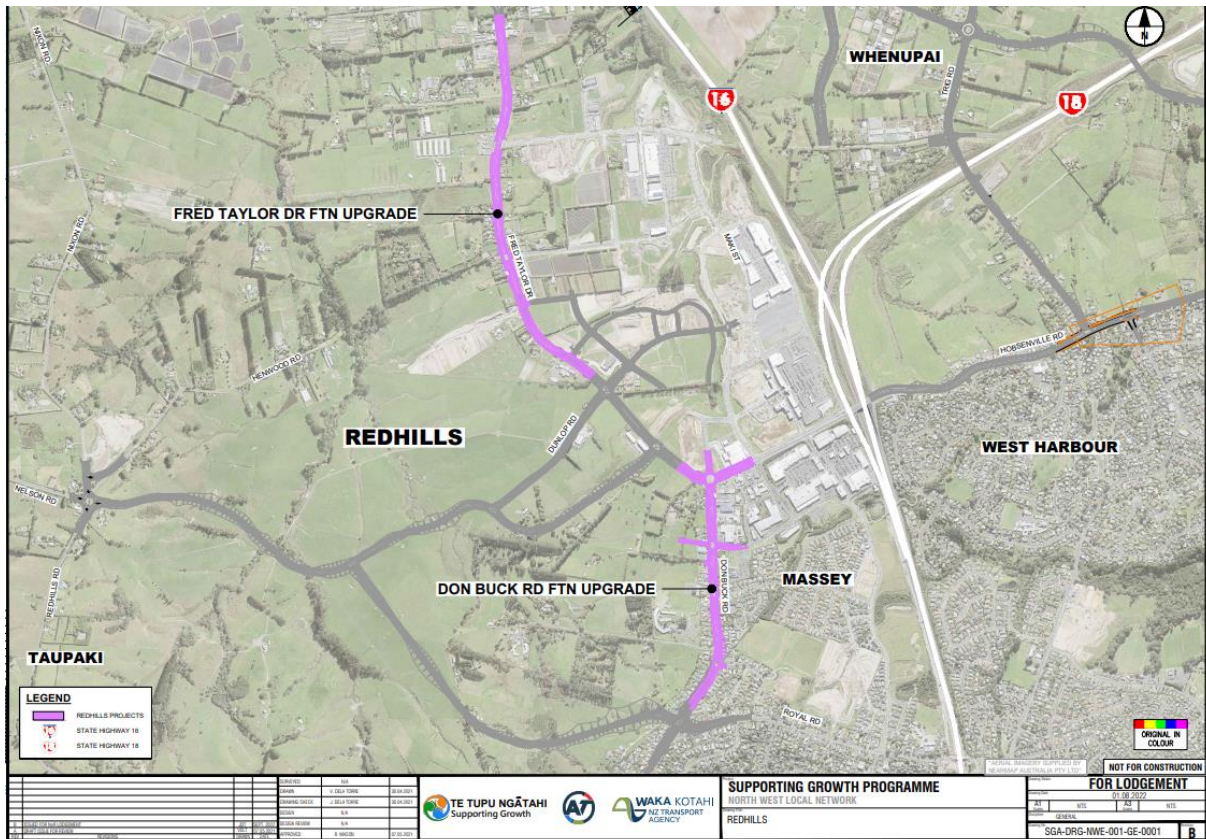
Table 10. Summary of Identified Historic Heritage Effects

Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Proposed Mitigation strategy
Redhills-Riverhead							
NoR RE1- Don Buck Rd	n/a	n/a	Unidentified prehistoric settlement	Unknown	Low	Rush Creek Reserve	Accidental Discovery Protocol
NoR RE2- Fred Taylor Dr	20445	R11/3097	WWII Boeing Crash Site	Unknown	Low	122-124 Fred Taylor Drive	Fencing
							Contractors briefing
							Accidental Discovery Protocols
							Monitoring
NoR R1- Coatesville-Riverhead Highway	15039	R10/1487	Railway embankment	Unknown	High	Intersection of Old Railway Road and Coatesville Riverhead Highway	HNZ Precautionary Authority
							HAMP
NoR R1- Coatesville-Riverhead Highway	n/a	n/a	!9 th century road alignment	Unknown		Intersection of Pitoitoi Road and Coatesville Riverhead Highway	Omitted
NoR R1- Coatesville-Riverhead Highway	n/a	n/a	Deacons Inn track	Unknown	unknown	Intersection of Coatesville Riverhead Highway (at approximately 1200 Coatesville Riverhead Highway).	Omitted
NoR R1- Coatesville-Riverhead Highway	141/13092		Portages	Unknown	Unknown	Coatesville Riverhead Highway	Omitted
Whenuapai							
NoR W1 Trig Rd	n/a	n/a	Unidentified prehistoric settlement	Unknown	Low	General risk	HNZ Precautionary Authority
							HAMP
NoR W2 Mamari Rd	n/a	n/a	Unidentified prehistoric settlement	Unknown	Low	Totara Creek crossing	HNZ Precautionary Authority
							HAMP
NoR W3- Brigham Creek Road	13579	R11/2084	Midden/historic rubbish dump	Unknown		Brigham Creek Road Bridge	Omitted
	n/a	n/a	Unidentified prehistoric settlement	Unknown	High	Totara and Waiarohia Creek crossings	HNZ Precautionary Authority HAMP

Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Proposed Mitigation strategy
NoR W4- Spedding Rd	20469	n/a	WWII anti-artillery gun emplacement	Unknown	Low	92 Trig Road /4 Spedding Road Address	Fencing
							Contractors briefing
							Monitoring
	n/a	n/a	Unidentified prehistoric settlement	Unknown	High	Totara and Waiarohia Creek crossings	HNZ Precautionary Authority
							HAMP
NoR W5- Hobsonville Rd	12363	R11/2026	Gum Diggers Camp	Unknown	Low		HNZ Precautionary Authority
							HAMP

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Appendix 1: Location of the Redhills, Riverhead, and Whenuapai Designations.



A). Redhills- Fred Taylor Drive and Don Buck Road. Source AEE (Part A).



B. Riverhead. Note: Only the Coatesville Riverhead Highway Upgrade has been addressed by this memo. Source AEE (Part A).



C. Whenuapai. Source AEE (Part A).



D. Location of site (CHI site 20469) WWII anti-aircraft gun emplacement; Illustrating defined and proposed extent in relation to the mapped extent for NoR W4. Source Auckland Council GIS (overlay for proposed modifications) June 2023.

Appendix 2: Proposed Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	<p>Confirmation from the Manager that a material change to a <u>plan or CNVMP</u> Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified • ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received • five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments)

Acronym/Term	Definition
	<ul style="list-style-type: none"> • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).

Acronym/Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

Conditions

No.	Condition
1.	<p>Activity in General Accordance with Plans and Information</p> <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.
2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established 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. 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 construction timeframes iii. contact details for enquiries iv. a subscription service to enable receipt of project updates by email v. 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</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 ii. give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <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

No.	Condition
	<ul style="list-style-type: none"> 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 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>
6.	<p>Outline Plan</p> <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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> i. Construction Environmental Management Plan ii. Construction Traffic Management Plan iii. Construction Noise and Vibration Management Plan iv. Urban and Landscape Design Management Plan v. Historic Heritage Management Plan vi. Ecological Management Plan vii. Tree Management Plan.
7.	<p>Management Plans</p> <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. Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. 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 SCEMPs and CNVMP Schedules vi. Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 6 may: <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 or for

No.	Condition
	<p>Certification as soon as practicable following identification of the need for a revision</p> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<p>8.</p>	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> i. Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project ii. Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values iii. Identifies traditional cultural practices within the area that may be impacted by the Project iv. Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area v. Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14. vi. Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable</p> <p>(d) Conditions 8(b) and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> i. Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and ii. Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work</p> <p>b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. 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 urban context

No.	Condition
	<ul style="list-style-type: none"> ii. Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. c) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> i. Auckland Transport's Urban Roads and Streets Design Guide ii. Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version iii. Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version iv. Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version v. Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. d) To achieve the objective, the ULDMP(s) shall provide details of how the project: <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 i. Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections ii. Promotes inclusive access (where appropriate) iii. 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 c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. e) 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 iii. landscape and urban design details – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment b. Roadside elements – such as lighting, fencing, wayfinding and signage c. architectural and landscape treatment of all major structures, including bridges and retaining walls d. Architectural and landscape treatment of noise barriers e. Landscape treatment of permanent stormwater control wetlands and swales f. Integration of passenger transport g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses h. Historic heritage places with reference to the HHMP

No.	Condition
	<ul style="list-style-type: none"> i. Re-instatement of construction and site compound areas, driveways, accessways and fences. f) 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 with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained b. street trees, shrubs and ground cover suitable for berms c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones d. planting of stormwater wetlands e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23 f. integration of any planting requirements required by conditions of any resource consents for the project g. re-instatement planting of construction and site compound areas as appropriate. ii. 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 iii. 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 e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
	<p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
10.	<p>Flood Hazard</p> <ul style="list-style-type: none"> a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> i. no increase in flood levels for existing authorised habitable floors that are already subject to flooding ii. no more than a 10% reduction in freeboard for existing authorised habitable floors iii. no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling iv. no new flood prone areas v. no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. 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

No.	Condition
	<p>year ARI flood levels (for Maximum Probable Development land use and including climate change)</p> <p>c) 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.</p>
11.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work</p> <p>(b) The objective 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. To achieve the objective, 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. details of the proposed construction yards including temporary screening when adjacent to residential areas, 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. procedures for incident management viii. procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses ix. 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 x. procedures for responding to complaints about Construction Works xi. methods for amending and updating the CEMP as required.
12.	<p>Stakeholder and Communication and Engagement Management Plan (SCEMP)</p> <p>a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, 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 Mana Whenua, to be developed in consultation with Mana Whenua iv. a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with v. Identification of the properties whose owners will be engaged with

No.	Condition
	<ul style="list-style-type: none"> vi. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above vii. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
13.	<p>Complaints Register</p> <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. Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate iv. The outcome of the investigation into the complaint v. 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. b) 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.
14.	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works c) The Cultural Monitoring Plan shall include: <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 Mana Whenua 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 to undertake cultural monitoring, including any geographic definition of their responsibilities v. Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works

No.	Condition																									
	<p>Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>																									
<p>15.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> i. methods to manage the effects of temporary traffic management activities on traffic ii. measures to ensure 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. 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 v. identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads vi. methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be vii. 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 viii. methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services). 																									
<p>16.</p>	<p>Construction Noise Standards</p> <ul style="list-style-type: none"> a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: <p>Table 16.1: Construction noise standards</p> <table border="1" data-bbox="336 1659 1217 2029"> <thead> <tr> <th data-bbox="336 1659 512 1720">Day of week</th> <th data-bbox="512 1659 746 1720">Time period</th> <th data-bbox="746 1659 981 1720">L_{Aeq(15min)}</th> <th data-bbox="981 1659 1217 1720">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="336 1720 1217 1780" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td data-bbox="336 1780 512 1977" rowspan="4" style="text-align: center;"><i>Weekday</i></td> <td data-bbox="512 1780 746 1832" style="text-align: center;"><i>0630h - 0730h</i></td> <td data-bbox="746 1780 981 1832" style="text-align: center;"><i>55 dB</i></td> <td data-bbox="981 1780 1217 1832" style="text-align: center;"><i>75 dB</i></td> </tr> <tr> <td data-bbox="512 1832 746 1883" style="text-align: center;"><i>0730h - 1800h</i></td> <td data-bbox="746 1832 981 1883" style="text-align: center;"><i>70 dB</i></td> <td data-bbox="981 1832 1217 1883" style="text-align: center;"><i>85 dB</i></td> </tr> <tr> <td data-bbox="512 1883 746 1935" style="text-align: center;"><i>1800h - 2000h</i></td> <td data-bbox="746 1883 981 1935" style="text-align: center;"><i>65 dB</i></td> <td data-bbox="981 1883 1217 1935" style="text-align: center;"><i>80 dB</i></td> </tr> <tr> <td data-bbox="512 1935 746 1977" style="text-align: center;"><i>2000h - 0630h</i></td> <td data-bbox="746 1935 981 1977" style="text-align: center;"><i>45 dB</i></td> <td data-bbox="981 1935 1217 1977" style="text-align: center;"><i>75 dB</i></td> </tr> <tr> <td data-bbox="336 1977 512 2029" style="text-align: center;"><i>Saturday</i></td> <td data-bbox="512 1977 746 2029" style="text-align: center;"><i>0630h - 0730h</i></td> <td data-bbox="746 1977 981 2029" style="text-align: center;"><i>55 dB</i></td> <td data-bbox="981 1977 1217 2029" style="text-align: center;"><i>75 dB</i></td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				<i>Weekday</i>	<i>0630h - 0730h</i>	<i>55 dB</i>	<i>75 dB</i>	<i>0730h - 1800h</i>	<i>70 dB</i>	<i>85 dB</i>	<i>1800h - 2000h</i>	<i>65 dB</i>	<i>80 dB</i>	<i>2000h - 0630h</i>	<i>45 dB</i>	<i>75 dB</i>	<i>Saturday</i>	<i>0630h - 0730h</i>	<i>55 dB</i>	<i>75 dB</i>
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No.	Condition																						
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		1800h - 2000h	45 dB	75 dB																			
		2000h - 0630h	45 dB	75 dB																			
	<i>Sunday and Public Holidays</i>	0630h - 0730h	45 dB	75 dB																			
		0730h - 1800h	55 dB	85 dB																			
		1800h - 2000h	45 dB	75 dB																			
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	Other occupied buildings																						
	<i>All</i>	0730h – 1800h	70 dB																				
		1800h – 0730h	75 dB																				
	<p>b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c)(x), then the methodology in Condition 19 shall apply.</p>																						
17.	<p>Construction Vibration Standards</p> <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 CNV2 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2"><i>Occupied Activities sensitive to noise</i></td> <td><i>Night-time 2000h - 0630h</i></td> <td><i>0.3mm/s ppv</i></td> <td><i>2mm/s ppv</i></td> </tr> <tr> <td><i>Daytime 0630h - 2000h</i></td> <td><i>2mm/s ppv</i></td> <td><i>5mm/s ppv</i></td> </tr> <tr> <td><i>Other occupied buildings</i></td> <td><i>Daytime 0630h - 2000h</i></td> <td><i>2mm/s ppv</i></td> <td><i>5mm/s ppv</i></td> </tr> <tr> <td><i>All other buildings</i></td> <td><i>At all other times</i></td> <td colspan="2"><i>Tables 1 and 3 of DIN4150-3:1999</i></td> </tr> </tbody> </table> <p>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.</p>				Receiver	Details	Category A	Category B	<i>Occupied Activities sensitive to noise</i>	<i>Night-time 2000h - 0630h</i>	<i>0.3mm/s ppv</i>	<i>2mm/s ppv</i>	<i>Daytime 0630h - 2000h</i>	<i>2mm/s ppv</i>	<i>5mm/s ppv</i>	<i>Other occupied buildings</i>	<i>Daytime 0630h - 2000h</i>	<i>2mm/s ppv</i>	<i>5mm/s ppv</i>	<i>All other buildings</i>	<i>At all other times</i>	<i>Tables 1 and 3 of DIN4150-3:1999</i>	
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18.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work</p> <p>b) A CNVMP shall be implemented during the Stage of Work to which it relates</p>																						

No.	Condition
	<p>c) The objective 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 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) 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. A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable 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. Identification of areas where compliance with the noise (Condition 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 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 18(c)(x) xii. Procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17 B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration xiii. Requirements for review and update of the CNVMP.
19.	<p>Schedule to a CNVMP</p> <p>a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p>

No.	Condition
	<ul style="list-style-type: none"> i. Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. ii. Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 17. <p>b) The objective of the Schedule is to set out the Best Practicable Option measures to manage 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 dates 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 and predicted duration of the exceedance iv. The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why v. The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account vi. Location, times and types of monitoring. <p>c) The Schedule shall be submitted to the Manager for certification 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> <p>d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
20.	<p>Historic Heritage Management Plan (HHMP)</p> <ul style="list-style-type: none"> a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work 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. Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures ii. Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design iii. 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 iv. Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded v. Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and

No.	Condition
	<p>relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions</p> <ul style="list-style-type: none"> vi. Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project vii. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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 viii. Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so ix. Methods for avoiding, remedying or mitigation 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. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14. <p>c) Electric copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p>
<p>Accidental Discoveries</p> <p>Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.</p> <p>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].</p>	
21.	<p>Pre-Construction Ecological Survey</p> <ul style="list-style-type: none"> a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:

No.	Condition
	<ul style="list-style-type: none"> i. Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present 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. <p>b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).</p>
<p>22.</p>	<p>Ecological Management Plan (EMP)</p> <ul style="list-style-type: none"> a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. 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: <ul style="list-style-type: none"> i. If an EMP is required in accordance with condition 21(b) for the presence of long tail bats, the EMP may include: <ul style="list-style-type: none"> A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding E. where mitigation to minimise effects is not practicable, details of any offsetting proposed. b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. <p>Advice Note:</p> <p><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;</i> • <i>Vegetation restoration plans; and</i> • <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>23.</p>	<p>Tree Management Plan</p>

No.	Condition
	<ul style="list-style-type: none"> a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan c) The Tree Management Plan shall: <ul style="list-style-type: none"> i. confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan ii. demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. 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 9) B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. iii. 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.
24.	<p>Low Noise Road Surface</p> <ul style="list-style-type: none"> a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition). b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul style="list-style-type: none"> i. The volume of traffic exceeds 10,000 vehicles per day; or ii. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or iii. It is in an industrial or commercial area where there is a high concentration of truck traffic; or iv. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
25.	<p>Traffic Noise</p> <p><i>For the purposes of Conditions 26 to 38:</i></p> <ul style="list-style-type: none"> a) Building-Modification Mitigation – has the same meaning as in NZS 6806 b) Design year has the same meaning as in NZS 6806

No.	Condition
	<ul style="list-style-type: none"> c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed d) Habitable Space – has the same meaning as in NZS 6806 e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads g) 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) h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 k) Structural Mitigation – has the same meaning as in NZS 6806.
26.	<p>The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (all traffic noise conditions).</p> <p>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.</p>
27.	<p>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 3 PPFs Noise Criteria Categories.</p>
28.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.</p>
29.	<p>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.</p>
30.	<p>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.</p>
31.	<p>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 L_{Aeq(24h)} inside Habitable Spaces ('Category C Buildings').</p>
32.	<p>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</p>

No.	Condition
	visit the building and assess the noise reduction performance of the existing building envelope.
33.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:</p> <ul style="list-style-type: none"> a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or b) 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 c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
34.	<p>Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces b) The options available for Building-Modification Mitigation to the building, if required c) 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.
35.	<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>
36.	<p>Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:</p> <ul style="list-style-type: none"> a) The Requiring Authority has completed Building Modification Mitigation to the building; or b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or c) 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 33 (including where the owner did not respond within that period); or d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
37.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>
38.	<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"> a) the PPF no longer exists; or

No.	Condition
	b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

3G Arboricultural Effects

From: [Gavin Donaldson](#)
To: [Jo Hart](#)
Subject: RE: Supporting Growth - NW Local Arterials Arborist Memo
Date: Thursday, 23 February 2023 12:09:59 pm

Hello Jo,

I have been involved with several previous and current NoR applications from the Supporting Growth team. These appear to be in a standard format regarding the effects upon protected trees and vegetation and this memo is applicable to all the NoR requests that you are processing for the NW region.

The AEE states that trees that are not scheduled but are notable specimens in the landscape are noted in the Landscape Report, and a Tree Management Plan has been proposed as part of the NOR conditions to be provided prior to construction (at the OPW stage) to confirm effects on protected trees, and how these effects can be avoided, remedied or mitigated. It is also proposed in the AEE that an Urban Landscape Design Management Plan (ULDMP) be provided at the OPW stage which will include replacement planting and tree protection measures so that effects on trees can be 'mitigated.'

While the Applicant has offered to provide 'mitigation' for the proposed tree removals, by definition, mitigation acknowledges that there is a lasting negative effect, and it is preferred that an approach which remedies the impact of tree removals is adopted, where the remedial planting accounts for lost future environmental benefits that trees provide, including the eco-system services of soil / erosion protection, storm-water reduction, wildlife habitat, and sequestered carbon.

My difficulty with the 'mitigate' approach is that the vast bulk of trees proposed for removal under these designations are sited within Council Reserves (chapter E16) and Road Reserves (chapter E17). There are multiple references within the objectives, policies, and assessment criteria listed in these chapters to the essential eco-system services provided by trees, and I consider that there is a requirement to avoid or remedy, rather than mitigate, this loss as set out in the RMA and AUP, including Section 17(1) of the RMA. Furthermore, in consideration of the ecosystem services provided by the trees proposed to be removed for these designations, their loss will also require appropriate remedial planting to achieve the stated objective of central government to be 'carbon neutral' by 2050 and also to align with the sustainability goals of the Auckland Council's 'Low Carbon Strategic Action Plan'.

I realise that, as this is a NoR application, the designation may not be given effect to until some-time (potentially decades) in the future and the trees can remain on site in the interim, however, the increase in stature and ecosystem services provided by these trees will also substantially increase over time and the subsequent loss at time of their removal will be greater. Therefore, it is essential that the designation includes a requirement for the provision of sufficient replanting to adequately remedy the loss at the time of tree removal, rather than having a condition that merely requires them to 'mitigate' the removals through the provision of a ULDMP landscape plan at some future date.

I understand that under the RMA, the Council's assessment of climate change effects for a proposal is limited to the greenhouse gas emission-reducing effects of renewable energy, however, this is likely to change under proposed RMA reforms, and it is therefore prudent to ensure the proposed replacement planting requirements in the ULDMP condition (cross-referenced with the TMP condition) are consistent with the planting requirements in place at the time tree removal, and to ensure that the replanting replaces the loss of ecosystem services provided by the trees and vegetation being removed.

The value of ecosystem services provided by trees can be determined using the i-Tree Development Team 2020 forecasting tool which calculates the lost future benefits

arising from the proposed tree removals, and the remedial planting that will be needed to replace these lost benefits, maintain carbon neutrality, and ensure that the actual effects of tree removal are addressed in a sustainable fashion.

I have highlighted this issue of eco-system services loss in several previous Supporting growth NoR applications. The response has been push back from the Applicant, citing reasons such as “ Given the timeframes for construction (approx. 15 years) and the current route protection stage of the Project, it is not considered appropriate to apply a tree carbon sequestration calculation at this stage. The Project Team arborist notes that this an evolving area of tree mitigation and any calculations and methodology would likely be superseded by the time construction works for the Project have commenced.” Please be aware that I am not contesting the need to remove trees and vegetation for the purposes of the designation, and I am not asking for an i-tree assessment in the processing of these NoR applications. I am however asking that the designation conditions include a requirement that the replanting to be undertaken is sufficient to replace the lost eco-system services that the removed trees provide at the time of tree removal. This can be achieved through the ULDM conditions and it is my recommendation that an addition be made to the ULDM replanting condition that specifies what details the ULDM(s) must include, with the specific requirement for:

- Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Thank you. Regards...grd

Gavin R. Donaldson - Senior Arborist

Earth, Streams and Trees Specialist Unit – Auckland Council.

Arboriculture - promoting the benefits of trees through research, technology, and education.

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The Earth, Streams and Trees Team is currently experiencing an exceptionally high workload which is impacting upon our delivery timeframes. We are endeavouring to respond to all e-mails and other communications promptly but please be aware that as my working week is Mon-Wed, on occasions I may not be able to answer as quickly as I would under normal circumstances. Your continued patience is very much appreciated. Thank you.

From: Jo Hart <Jo.Hart@aucklandcouncil.govt.nz>

Sent: Wednesday, 15 February 2023 2:13 pm

To: Gavin Donaldson <Gavin.Donaldson@aucklandcouncil.govt.nz>

Subject: RE: Supporting Growth - Local Arterials - soft lodgement further information requests - SGA response

Ok – there will be a separate opportunity to discuss conditions with Supporting Growth. If you could get your recommended changes/additions to me when you can in the next week or so – but let me know if you need longer. I’ll let John Daly (SGA) know that there is no RFI but will be potential changes/additions to the proposed conditions.

It would be helpful, given there are so many NoR’s, if you could also note which NoR’s that these apply to as well.

Noho ora mai | Stay well

Jo Hart | Senior Policy Planner

Regional, North, West and Islands Planning

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From: Gavin Donaldson <Gavin.Donaldson@aucklandcouncil.govt.nz>

Sent: Wednesday, 15 February 2023 2:08 pm

To: Jo Hart <Jo.Hart@aucklandcouncil.govt.nz>

Subject: RE: Supporting Growth - Local Arterials - soft lodgement further information requests - SGA response

I do not have any specific RFI but I do want to make changes/ additions to the proposed conditions...

From: Gavin Donaldson <Gavin.Donaldson@aucklandcouncil.govt.nz>

Sent: Wednesday, 15 February 2023 1:54 pm

To: Jo Hart <Jo.Hart@aucklandcouncil.govt.nz>

Subject: RE: Supporting Growth - Local Arterials - soft lodgement further information requests - SGA response

Thank you Jo,

I have been following your emails with West and spent some time on it today and beginning to get my thoughts together. Do you have a time frame for feedback to you?

From: Jo Hart <Jo.Hart@aucklandcouncil.govt.nz>

Sent: Wednesday, 15 February 2023 1:47 pm

To: Gavin Donaldson <Gavin.Donaldson@aucklandcouncil.govt.nz>

Subject: RE: Supporting Growth - Local Arterials - soft lodgement further information requests - SGA response

Hi Gavin – the chargeable time is to be split between two WBS’s as shown below:

- D.002329.01 (lodgement to notification) – 55% (Auckland Transport)
- D.002330.01 (lodgement to notification) – 45% (NZTA)

Let me know if you any questions or have any issues recording your time.

Jo

Noho ora mai | Stay well

Jo Hart | Senior Policy Planner

Regional, North, West and Islands Planning

Plans and Places

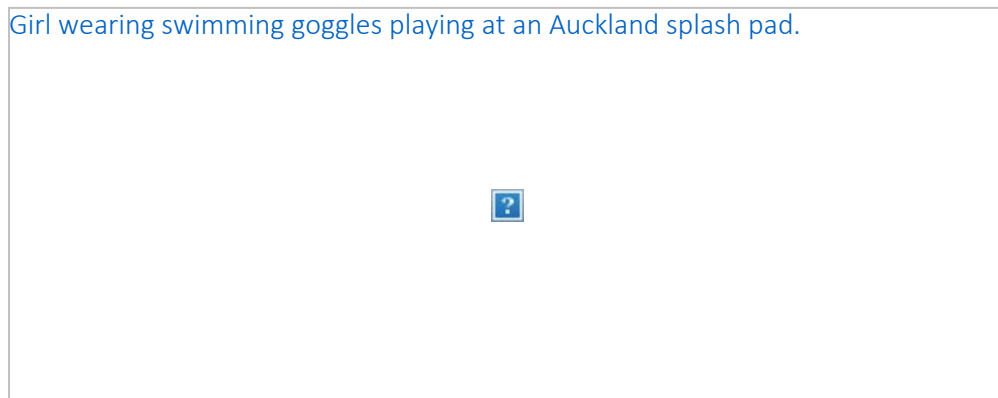
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Girl wearing swimming goggles playing at an Auckland splash pad.



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From: [West Fynn](#)
To: [Adonica Giborees](#); [Alex Hall \(Intermediate Planner\)](#); [Robert Scott](#); [Jo Hart](#); [Todd Elder](#)
Subject: NORs
Date: Thursday, 29 June 2023 11:51:13 pm
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Hi All

First of all, I am sorry that I haven't been able to have the input into these that I would have liked.

Next, I would like to say that in 15 years at council this is the weakest level of information that I have been given for an NOR or designation for which to have input in terms of effects on trees. I recognise that the detailed work is yet to come but there still should have been greater explanation as to why trees couldn't be retained and what alternatives were available or considered.

It also comes across as a jumble with all the different areas and sections.

In any case, I am combining my comments to an extent as some of it is applicable across all of them and because I have huge work pressures now and therefore little other option.

Hopefully from all of that, you can take those parts that are relevant.

I generally concur with the observations and recommendations of Gavin Donaldson.

Notable trees are captured and protected for a large array of features and merits and for each of the listings covered they are some of the larger or largest and most prominent trees within the area for all of these sites, other than the first one where the surrounding trees are of similar dimensions, but this is the only visible Kauri.

These trees add character and scale to their respective areas and also represent time intrinsically and history of the previous uses of the sites for example. Because of the age, scale and prominence of these mature trees and their eco-system services, they cannot be readily mitigated through the planting of small replacement trees either in terms of the carbon offsetting or other eco-services nor to replace the obvious amenity of these larger prominent trees.

To justify the removal of a notable tree it needs to be demonstrated that either the tree is dead or unsafe in its entirety or that there is no way to completely avoid the removal or significant works in the protected root zone and why those alternatives are not viable.

With notable trees, unlike other vegetation, they cannot be readily replaced with a simple sum of smaller trees and it really is the intention that that individual specimen is where the value lies and they should be retained in keeping with the objectives of D17 and the Urban Ngahere Strategy.

Therefore, in most of these instances, the first question would be why the road corridor widening cannot be diverted more to the other side of the road and/or other adjustments be made to cycleways/bus stops/islands/footpaths etc that would allow for the accommodation of/retention of the notable trees.

I understand the removal of a tree where it is directly within the footprint of the road and there is no room for adjustment of that footprint there is little option but that has not been effectively demonstrated for any of these.

I understand that this is the preliminary concept for these works, but it is also the time to have input into where adjustments could be made to avoid or remedy impacts on those trees before more detailed designs are developed.

It is hard to undertake an assessment when the statements are so broad such as "will likely require removal" or "will likely not require removal" without any more detail than that.

What is the reason in those instances? Are the trees directly within the footprint of the road or footpath or because of pruning for clearance (to what extent/%) or because of works for road/footpath and can those be quantified in terms of distance from the base of the trees, excavations required or pruning extent? Why cannot the layout be adjusted? I cannot provide support or assessment on such broad and speculative higher-level comments when the alternatives have not been worked through with an explanation as to why they are not viable.

1379	<i>Agathis australis</i>	Kauri	1	Dairy Flat Highway (19 Hobson Road)	Lucas Heights	Lot 3 DP 193077
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This is the only tree of its species within this stretch of road and is therefore prominent. The other side of the road has a land slip and requires works.

I understand that the footprint of this road is not changing relative to this tree and the removal is due to the batter earthworks below it. There has not been a thorough assessment/explanation as to the need for this or alternatives. Why are these works required/necessary in this area and can they not be distanced from the tree or somehow be adjusted such as through retaining or limiting the addition of soil immediately

near the tree's base and battering away from it to marry up those levels?

1808	<i>Podocarpus totara, Agathis australis, Dacrydium cupressinum, Corynocarpus laevigatus</i>	Totara (4), Kauri (5), Rimu, Karaka	11	State Highway 16 191	Whenuapai	Pt Lot 1 DP 38693
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I had discussions around this site in the early stages before it came in and I am comfortable that these trees will not be adversely impacted as a result.

2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
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These three trees are very prominent locally in terms of visibility due to their size with little other trees of that size in the location and due to their species.

Again I would like to see them all retained and worked around.

2603	<i>Eucalyptus cinerea</i>	Silver dollar gum	1	Main Road 390	Huapai	Pt Lot 14 DP 14792
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In the plan it appears that the road corridor will encroach towards the base of the tree a further 2m possibly? Is there the potential to reduce this through alternate alignment?

That level of encroachment should allow for it to still be retained. It is also stated that it has no ecological value and so can be removed without mitigation. This is false as it is not protected for ecological value such as in an SEA (Significant Ecological Area). As a notable tree it is protected for a variety of reasons, but the greatest is its prominence by a major road with a large viewing audience where it is the largest roadside tree for some considerable distance and it does stand out with its blueish silver colour, being a landmark in the area and a representative of the former use of the site. Therefore, even if its removal is unavoidable and there are no viable alternatives, then it would need to be mitigated with several trees including species of equally stand out colour difference and capable of achieving similar dimensions. This tree cannot be readily mitigated in my opinion and any replanting would take many generations to achieve similar amenity value. For those reasons I am not supportive of the removal of this notable tree unless there really is no alternative designs that would allow for it to be accommodated and worked around.

1974	<i>Podocarpus totara, Dacrydium cupressinum, Metrosideros excelsa</i>	Totara, Rimu, Pöhutukawa	3	Luckens Road 8	West Harbour	Lot 3 DP 173673
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My understanding here is that the originally proposed noise reduction fencing is deemed to no longer be required and will need line marking at the front of this property only. Will there then be no need for the retaining either? Can these be deleted from the plans? There is no thorough description of, or methodology put forward for, such retaining works. Should such works be required then an appropriate methodology could ensure that they are retained without being adversely impacted.

1812	<i>Metrosideros excelsa</i>	Pöhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville	
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As a council asset this would require a TOA (Tree Owner Approval) for pruning or removal. It is stated that this should be retained but there is no indication at this stage how close it would be encroached on in terms of pruning required or extent of works within the protected root zone.

1980	<i>Metrosideros excelsa, Agathis australis</i>	Pöhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville	Pt Allotment 41 PSH OF Waipareira
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The Kauri in this listing is well distanced from the proposed works and should be completely unaffected.

I recognise that the front Pöhutukawa, that is most threatened, is in less-than-ideal health but nothing that would warrant removal. These two trees are also prominent in the landscape. As stated in the landscape input it is also my opinion that both of these trees should be retained and incorporated into the design to form part of the traffic calming and safety around the school as an island even with the bus stop and or pedestrian crossing as an opportunity. Would a restriction of the shared use lanes here be beneficial in that regard?

It is my professional opinion that all of these notable trees are well recognised by the local communities and those passing through on these main arterial routes.

In terms of the proposal not being given effect to for around 20 years, I would suggest that this provides a good opportunity to establish replanting now to give them that period of time to establish and give scale and age to the area. This will greatly increase their value and

contribution to offsetting any adverse effects generated.

I understand that this would not be straightforward given the ownership of properties and that they are yet to be acquired but this would nonetheless ensure a far better outcome and make the intensification that much more palatable.

Regards

West Fynn | Senior Heritage Arborist

Heritage

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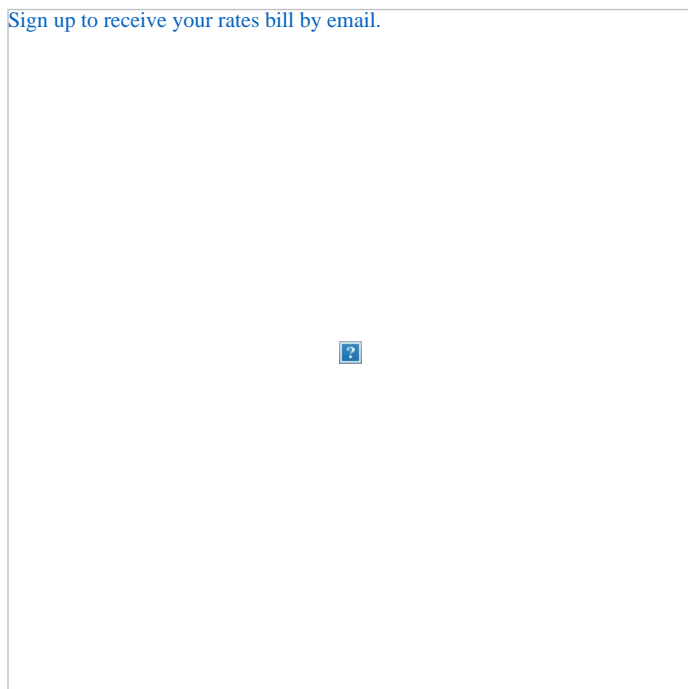
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3H Ecological Effects

16/06/2023

To: Robert Scott - Reporting Planner (North West Strategic),
Jo Hart and Ben Willis - Reporting Planner (North West Local)
Jess Romhany - Reporting Planner (North West HIF - Redhills)

From: Jason Smith, Senior Environmental Scientist, Consultant to Auckland Council (As Regulator)

Subject: Supporting Growth Alliance – (Strategic/Local/Housing Infrastructure Fund (HIF)) – Ecology Assessment

1.0 Introduction

- 1.1 My name is Jason Graham Smith, and I am a Senior Environmental Scientist at Morphem Environmental Limited.
- 1.2 I have undertaken a review of the Strategic/Local/HIF Notices of Requirements (**NoRs**) on behalf of Auckland Council (As Regulator) in relation to ecological effects (both freshwater and terrestrial).
- 1.3 I hold the qualification of Bachelor of Science (Hons.) – Geography (2011) from the University of Auckland.
- 1.4 I have 12 years' experience as a professional Environmental Scientist, including 8 specialising in ecology. My experience includes undertaking ecological assessments, preparing and peer reviewing ecological impact assessments, and providing technical advice to support district and regional plan changes, including NoRs.
- 1.5 In my current role I regularly provide advice to Auckland Council, as well as, several other district and regional councils, in relation to earthworks, streamworks, and ecology (both freshwater and terrestrial).
- 1.6 Prior to my employment with Morphem Environmental, I was employed by Auckland Council as an Earthworks and Streamworks Specialist in a similar role providing technical input primarily on resource consent applications.
- 1.7 I have completed the Ministry for the Environment 'Making Good Decisions Course'.
- 1.8 I am a member of the New Zealand Freshwater Science Society and the International Erosion Control Association.

2. Overview and scope of technical memorandum

- 2.1. The Applicant, as a requiring authority, has served the Council with a series NoRs, in summary:
 - a. Six NoRs for route protection for an alternative State Highway 16 alignment, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. (these are referred to as: **North West Strategic**)
 - b. Eight NoRs for upgrades to existing roads in the Whenuapai and Redhills areas, six of which are also for construction at a later date (these are referred to as: **North West Local**).
 - c. Five NoRs, collectively referred to **HIF**. Comprised of 4 NoRs for upgrades to existing arterial roads and intersections in the Redhills area (**North West HIF – Redhills**), as

well as one for the upgrade of Trig Road in Whenuapai to an arterial road (**North West – Trig Road**).

- 2.2. The NoRs were collectively publicly notified on 23 March 2023, and submissions closed on 21 April 2023.
- 2.3. I have reviewed the NoRs and supporting information (**Application**) with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) (**AUP:OP**) to assist the preparation of the Council's reporting planner's reports.
- 2.4. More specifically, my technical memorandum assesses the effects on terrestrial and freshwater ecology associated with the Application and covers the following matters:
 - a. The current ecological values of the site and receiving environment.
 - b. The actual and potential environmental effects of the proposal.
 - c. The adequacy of the effects management proposed.
 - d. Summary of the submissions received.
 - e. Conclusions and recommendations.

Expert witness code of conduct

- 2.5 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. 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.
- 2.6 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.
- 2.7 During the pre-application phase I attended the site visit arranged by the applicant on 7 September 2022.
- 2.8 The assessment in this technical memorandum does not cover:
 - a. Stormwater or flooding matters.
 - b. Arboriculture matters.
- 2.9 In writing this memo, I have reviewed the following documents:

Strategic:

- a. *North West Strategic Assessment of Effects on the Environment Volume 2*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *North West Strategic Appendix A - Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Strategic Proposed Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).

- d. *North West Strategic Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA**).
- e. *North West Strategic Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment**).
- f. The following drawing sets provided with the Application:
 - a. *General Arrangement Plans – Strategic*
 - b. *General Arrangement Plans – Alternative State Highway*
 - c. *General Arrangement Plans – SH16 Main Road*
 - d. *General Arrangement Plans – Rapid Transport Corridor*
 - e. *General Arrangement Plans – Kumeu Station*
 - f. *General Arrangement Plans – Access Road*
- g. Plans prepared by Te Tupu Ngātahi, Revision B, dated November 2022.

Local:

- a. *North West Local Arterials Assessment of Effects on the Environment Volume 2*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *North West Local Arterials Appendix A - Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Local Proposed Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *North West – Conditions Alteration to Existing Designation Set*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions Existing Designations**).
- e. *North West Whenuapai Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA - Whenuapai**).
- f. *North West Redhills Riverhead Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA – Redhills Riverhead**).
- g. *North West Whenuapai Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment - Whenuapai**).
- h. *North West Redhills and Riverhead Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment – Redhills and Riverhead**).
- i. The following drawing sets provided with the Application:
 - a. *General Arrangement Plans – Brigham Creek Road*
 - b. *General Arrangement Plans – Mamari Road*
 - c. *General Arrangement Plans – Trig Road*
 - d. *General Arrangement Plans – Spedding Road*
 - e. *General Arrangement Plans – Hobsonville Road*

- f. *General Arrangement Plans – Fred Taylor Drive*
 - g. *General Arrangement Plans – Don Buck Road*
 - h. *General Arrangement Plans – Coatesville-Riverhead Highway*
 - i. *General Arrangement Plans – Whenuapai*
 - j. *General Arrangement Plans – Redhills*
- j. Plans prepared by Te Tupu Ngātahi, Revision B, dated December 2022.

HIF - Redhills

- a. *North West Assessment of Effects on the Environment – Redhills Arterial Transport Network*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *Redhills Arterial Transport Network Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Redhills Arterial Transport Network Draft Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *Redhills Arterial Transport Network Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EclA – Redhills Arterial**).
- e. *Redhills Arterial Transport Network Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated August 2020 (**Landscape Effects – Redhills Arterials**).
- f. The drawing set: *Location Plan, General Notes, Drawing List*, plans prepared by Te Tupu Ngātahi, Revision E, dated December 2022.

HIF – Trig Road

- a. *North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *Trig Road Corridor Upgrade Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *Trig Road Corridor Upgrade Proposed Designation Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *Trig Road Corridor Upgrade Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EclA**).
- e. *Trig Road Corridor Upgrade Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated August 2020 (**Landscape Effects – Trig Road Arterial**).
- f. *Trig Road Corridor Upgrade Assessment of Stormwater Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Stormwater Effects – Trig Road Arterial**).
- g. *Trig Road Corridor Upgrade Erosion and Sediment Control Plan*, report prepared by Te Tupu Ngātahi, dated December 2022 (**ESCP – Trig Road Arterial**).
- h. The drawing set: *Trig Road and Hobsonville Road Location Plan, General Notes, Drawing List*, plans prepared by Te Tupu Ngātahi, Revision E, dated December 2022.

- 2.9 At the date of preparing this memorandum, I have not taken part in formal expert witness conferencing.
- 2.10 I have also been engaged separately by Auckland Council to provide a technical review of the effects for the resource consents that the applicant has applied for the upgrade to Trig Road, from a regional earthworks, streamworks and ecology perspectives under both the AUP:OP and the National Environmental Standards for Freshwater (**NES:FW**) (Council Reference: BUN60413797). The scope of this review is only for the NoRs.

3 Key Ecology Issues – Strategic, Local and HIF

- 3.1 Reasons for NoR: ecology.
- 3.2 The AUP:OP provides for earthworks, as well as vegetation removal and alteration for infrastructure through Chapter E26.
- 3.3 Chapter E26 includes both regional and district land use provisions.
- 3.4 The activities proposed that relate to ecology, and that would require a district land use consent, have been identified in:
- a. Strategic –
 - Table 8-9 (section 8.3.1.1 page 56, and appendix 5 of the EclA). The reason for consent are identified in appendix 2, page 240 of the EclA.
 - b. Local –
 - For Whenuapai, this is detailed in appendix 3, page 160 (EclA – Whenuapai).
 - For Redhills and Riverhead, this is detailed in appendix 3, page 92 (EclA – Redhills and Riverhead).
 - c. HIF –
 - For Redhills, this is detailed in appendix C, page 71 (EclA – Redhills Arterial).
 - For Trig Road, no specific reasons for consent, in respect to the matters considered within this review have been identified.
- 3.5 Regional consents would still be required for earthworks, streamworks as well as vegetation removal/alteration under the AUP:OP, and potentially the NES:FW.
- 3.6 I consider that the:
- a. Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
 - b. Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
 - c. Reported results are transparent, accurate and a fair representation of the ecological values.
- 3.7 I generally concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.
- 3.8 In my opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal.

3.9 An important note for the ecological context, the NoR package largely follows the alignment of existing urban and peri-urban roadways. The exception is the Alternative State Highway which traverse an area more rural in location and ecological values.

4 Supporting Growth Alliance Assessment – Strategic, Local and HIF

4.1 An assessment of the effects is contained in the following sections of the various AEE's:

a. Strategic –

- Section 12, page 103¹.

b. Local –

- For Whenuapai, sections 8 – 12, starting from page 26 (EclA – Whenuapai).
- For Redhills and Riverhead, sections 8 – 10, starting from page 23 (EclA Redhills and Riverhead).

c. HIF –

- For Redhills Arterials, section 8, page 40 (EclA – Redhills Arterial).
- For Trig Road Arterial, section 7, page 29 (EclA Trig Road – Arterial).

4.2 The National Policy Statement: Freshwater Management (2020) (**NPS:FM**), through the effects management hierarchy, recognises that as a first step adverse effects should be *avoided* where practicable. Similar provisions are contained within the AUP:OP for both freshwater and terrestrial ecology (see B7.2.1(2), B7.3.1(2)(3) and B7.3.2(4)).

4.3 In the Application the starting point for avoiding adverse effects on ecological values are the Assessment of Alternatives which I have reviewed. As it relates to ecological matters, I consider:

- a. the methodology appropriate, to have been transparently applied, and to have given due consideration of potential ecological impacts; and
- b. that, recognising the functional and operational needs of infrastructure, avoidance to have been demonstrated to the extent practicable.

4.4 The assessment methodology for determining ecological values used by the Applicant is detailed in the various EclA's:

a. Strategic –

- Sections 3 and 4, beginning on page 116.

b. Local –

- For Whenuapai, sections 3 and 4 beginning on page 10 (and expanded upon in appendix 1 of the EclA – Whenuapai).
- For Redhills and Riverhead, sections 3 and 4 starting on page 9 (and expanded upon in appendix 1, page 83 of EclA Redhills and Riverhead).

c. HIF –

¹ Note page numbers here are given as those used in the report.

- For Redhills Arterials, section 8, page 40 (and expanded upon in appendix A of (EclA – Redhills Arterial).
- For Trig Road Arterials, section 6, page 20 (and expanded upon in appendix 2 of (EclA – Trig Road Arterial).

4.5 The reporting of the ecological values is detailed in the various EclA's:

a. Strategic –

- Section 6 (page 25), with a summary of the current ecological values provided in tables in section 8 (page 35 onwards).

b. Local –

- For Whenuapai, each NoR is individually assessed in sections 8 – 12, starting from page 26 of EclA – Whenuapai.
- For Redhills and Riverhead, each NoR is individually in sections 8 – 10, starting from page 23 of EclA – Whenuapai.

c. HIF –

- For Redhills Arterials, section 8, page 40 (EclA – Redhills Arterial).
- For Trig Road Arterials, Table 7-13, section 7.1.6 page 45 (EclA – Trig Road Arterials).

4.6 The EclA utilises the Environmental Institute of Australia and New Zealand (**EIANZ**) Ecological Impact Assessment (2018) guidelines to describe the current ecological values, the magnitude of the effects and derive the level of effect.

4.7 I consider that the methodology, as well as the standards and guidelines used are appropriate and conform to industry best practice. I also consider that the effort expended in the site investigations is appropriate for the scale of proposed works and potential effects and that the reported results are transparent, accurate and a fair representation of the ecological values.

5 Assessment of ecology effects and management methods

Effects assessment

5.1 The ecological effects are separated into construction and operational phases.

5.2 Across all of the EclA's, potential construction effects are recognised as:

- Permanent loss of habitat, fragmentation, and edge effects due to district plan vegetation removal.
- Loss of foraging and roosting habitat (for birds and bats).
- Potential for native lizards, birds and bats to be killed/injured.
- Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).

5.3 Across all of the EclA's, potential operational effects are recognised as:

- Loss of connectivity for indigenous fauna.
- Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).

5.4 I consider that the EclA has identified the likely actual and the potential ecological effects that would result from the proposed activities.

Effects management

5.5 The EclA provides specific mitigation measures proposed by the Applicant for the actual and potential ecological effects identified, including:

a. Strategic –

- Bat Management Plan (BMP), with the detail described in section 8.4.2 of the EclA (page 81).
- Management of Birds in accordance with Wildlife Act.
- Management of Lizards in accordance with Wildlife Act.

b. Local –

- For Whenuapai (as summarised in Table 13-1, section 13 page 145 of the EclA – Whenuapai):
 - i. Bat Management Plan: Trig Road North, Mamari Road, Brigham Creek Road and Spedding Road.
 - ii. Bird Management at Brigham Creek Road.
- For Redhills Riverhead:
 - i. Bat Management Plan: Coatesville-Riverhead.
 - ii. Bird Management at Don Buck Road.

c. HIF –

- For Redhills Arterials: Bat Management Plan, Bird Management.
- For Trig Road Redhills, nothing designation specific – notes on wildlife.

The BMP includes buffer planting along road corridors, stream crossings, lighting design considerations, and retention of large mature trees where practicable (section 11, page 79 of EclA – Whenuapai).

5.6 In general:

- a. The contents of the BMP would include (where relevant) habitat surveys prior to construction, siting of compounds and laydown areas to avoid bat habitat, lighting design to reduce light level, restrictions on nights works around bat habitat and the location of any buffer planting along road corridors, stream crossings and retention of large mature trees (where practicable).
- b. It is not specifically stated what actions that would be covered by 'Management of Birds in accordance with Wildlife Act', 'Bird Management and 'Management of Bats' in accordance with Wildlife Act'. The conditions provide indicative measures that could be included. These are generally appropriate depending on the specific values identified at the time of implementation.

5.7 Note that the wildlife management provision differ across the NoRs.

6 Conditions and recommendations

- 6.1 The following section comments on the proposed conditions that have been offered by The Applicant and include in the application material. Where I do not comment on a condition, from an ecological perspective it is considered appropriate as proposed.

Strategic

6.2 The proposed conditions for all the strategic designations include:

- a. Condition 25 for a Pre-Construction Ecological Survey.
 - i. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment. The condition should be amended to refer to a pre-construction survey for the works area.
 - ii. Species management in accordance with the Wildlife Act would first require knowledge of their presence. This is specifically relevant to native lizards which are not otherwise included in the ecological management plan conditions.
 - iii. There is also an error in the cross-referencing, which current cross-references to condition 21 and 22 (which relates to a Construction Noise and Vibration Management Plan (**CNVMP**) and a schedule for the CNVMP. The correct reference is presumably condition 26 (the Ecological Management Plan (**EMP**)).
- b. Condition 26 for an Ecological Management Plan. The condition itself is generally appropriate; however there is an error in the cross-reference referring to the pre-construction Ecological Survey, which should be referring to condition 25.
- c. I would also raise the appropriateness of stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to (the previous revision was 2015) I would recommend that the condition be amended to include: *or any updated version*.

Local

6.3 The proposed conditions for all the new designation include:

- a. Pre-Construction Ecological Survey. I make the same assessment as above on the Strategic NoRs.

6.4 For the alteration to existing conditions:

- a. I would again raise the appropriateness of stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to (the previous revision was 2015). I would recommend that the condition be amended to include: *or any updated version*.

HIF: Redhills Arterials

- a. I would again raise the appropriateness of stipulating the EIANZ 2018 revision and the condition for a Pre-Construction Ecological Survey. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.

Trig Road – Arterials

6.5 There are no specific concerns with the conditions as provided.

7 Submissions

7.1 The NoRs have been publicly notified, and a range of submissions has been received.

7.2 I have been provided with a summary of the submissions by Auckland Council and have assessed those that raise matters related to ecology.

7.3 Strategic –

- a. No submissions have been received on the Huapai Rapid Transit Station (HS), Kumeu Rapid Transit Station (KS) and Access Road (S4) that relate to ecological matters.
- b. The submissions on Alternative State Highway (S1), State Highway 16 – Alteration to Designation 6766 (S2) and Rapid Transit Corridor (S3), that relate to ecology, have been assessed in Appendix 1.

7.4 Local –

- a. No submissions have been received on Don Buck Road (RE1), Alteration to designation 1433 Fred Taylor Drive (RE2), Trig Road North (W1), Mamari Road (W2), Spedding Road (W4), Alteration to designation 1437 Hobsonville Road (W5) that relate to ecological matters.
- b. Submission has been received on Coastesville – Riverhead Highway (R1)Brigham Creek Road (W3) in relation to ecological matters and has been assessed in Appendix 1.

7.5 HIF –

- a. No submissions have been received on Trig Road Corridor Upgrade (HIFTR), Redhills North-South Arterial Transport Corridor (NoR1), Redhills East-West Arterial Transport Corridor (NoR2b) that relate to ecological matters.
- b. Redhills East-West Arterial Transport Corridor (NoR2a) has a single submission and Redhills East-West Arterial Transport Corridor – Nixon Road Connection (NoR2c) has two submissions that relate to ecological matters.

7.6 The submissions do not raise any new matters for consideration from an ecological perspective that haven't already been considered in this assessment.

7.7 I have addressed each submission that relates to ecological matters in the assessment provided in Appendix 1.

8 Conclusions and recommendations

8.1 have reviewed the Application with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) to assist the preparation of the Council's reporting planner's reports from a terrestrial and freshwater ecology perspective.

8.2 I consider that the:

- a. Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
- b. Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
- c. Reported results are transparent, accurate and a fair representation of the on-site values.

8.3 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.

8.4 Concern has also been expressed with the:

- a. Conditions for Pre-Construction Ecological Surveys. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.

- b. Conditions stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to.

8.5 Small amendments to the proposed conditions have been suggested as relief to these concerns.

8.6 Overall, I am able to support the NoRs, with modifications.

Appendix 1: Submission Assessments

Strategic – S1:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
12.1	Te Kawerau a Maki (Te Kawerau Iwi Tiaki Trust)	Effects on Wai Māori from construction and operation near freshwater ways (including flooding from secondary impact of urban development).	Reject the ASH component	<p>I have read <i>Cultural Impact Assessment for Te Tupu Ngātahi North West Project (Local and Strategic Transport Network)</i>, report prepared by Te Kawerau a Maki, version 2, dated December 2022. (CIA).</p> <p>My reading of the CIA is that, with the exception of the ASH component, Te Kawerau a Maki do not object to the NoRs.</p> <p>The reason for the objection to the ASH component relates to large adverse residual effect on Te Awa Kumeū.</p> <p>This assessment is made from a cultural perspective, and I acknowledge and respect the concerns raised. However, I recognise that mana whenua are best placed to identify cultural values and cultural effects. I am not mana whenua and it is not within my area of expertise. Therefore, having regard to the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note, I do not provide further comment on this topic.</p>
47.2	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	Have also invested into developing wetland and the stream back to a native area to encourage ecological growth, visual enjoyment and encourage wildlife which is now threatened by this project.	Purchase the land designated to maintaining the environment including wetlands, native bat routes, any native plants and animals to ensure planting and maintenance to existing waterways starts well before construction. Native flora and fauna take substantial time to be established. This would allow natural visual barriers and noise reduction methods.	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p> <p>It is noted that the Wildlife Act would remain in effect, requiring a permit for any direct harm to native species.</p> <p>Should any biodiversity offsetting be required, undertaking the enhancement action in advance of the impacts occurring would reduce the time lag between the impact occurring and the positive action that aims to counterbalance such an impact. I consider that this assessment is best deferred to the time consents for such activities are sought, as this will be when the impact is fully known and the equivalence assessment can be made. Such a requirement at this time would not be consistent with standard industry practice in the Auckland region for the given ecological values present.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
56.1	Paul Jared Kennedy	I do not believe the NOR for my home is necessary for bat-mitigation purposes	Decline the NoR, or make with the amends suggested	<p>The EclA submitted with the application assesses the need for bat mitigation and provides the rationale for the location for the mitigation planting (proximity to stream corridor, within the designation and strategic location in crossing road as bats move across the landscape), which are supported.</p> <p>Whilst bats may not have been recorded at the subject address, bats have large home and foraging ranges and the property would be within such ranges from the nearest recording.</p> <p>Whilst there is a cluster of bat recordings south of Kumeu, movement to the north is important has it would link to the larger areas of Riverhead forest and the Significant Ecological Area on the Kumeu/Kaipara River to the North.</p>
56.3		I believe an approach could be to preserve the house and surrounding land, with only the other parts of the land (i.e. the paddocks to the north and south) which link towards the stream be subject to the NOR as set out on the attached map which is Schedule B.		
56.4		Further, if my home is intended to be used to benefit bats in the area, I question why the land would not be taken now and planted out so that there are established mature plantings ready rather than waiting for 20 years		
60.1	Simply Events Holdings Ltd	<ol style="list-style-type: none"> It will remove a lake/wetland that was created for conservation purposes by requirement of Auckland Council, which will negatively impact the wildlife in the area 	The Alternative State Highway route be re-planned.	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, including those in relation to wildlife and any freshwater habitat.</p>
66.1	Ray Chong and Judy Chong	<ol style="list-style-type: none"> Adverse environmental impacts, in particular increased noise levels and pollution in the Brighams Creek area, carbon pollution and visual pollution. The environmental ecosystem would be 	Suspend current proposal	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, including those in relation to native fauna and flora.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
		irreversibly disturbed and disrupted to the detriment of people, animals and vegetation.		
70.1	Simon Papa	The bypass is unnecessary. It is very costly and significantly impacts on amenity and local ecology.	Oppose Notice of Requirement	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p>

Strategic – S2:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
27	Michael Davis Family Trust	<p>The proposed culverting of the tributary on 411 Matua Road is unnecessary and results in the significant loss of stream, wetland, biodiversity area and ecological corridor. The applicant has not demonstrated sufficiently or assessed alternatives appropriately (i.e., bridging of watercourse) to allow the significant loss of this and other watercourses.</p> <p>The applicant has not undertaken an options assessment to an appropriate level for the project (including stormwater options, earthworks, and loss of watercourse etc...). This includes the selection of a wetland (identified as SH16 Wetland 11) and culverts on 411 Matua Road, adjacent to 379 Matua Road</p>	<p>Amend the plans to remove 379 Matua Road from the NoR/designation area.</p> <p>Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road.</p> <p>Limit the extent of piping and filling of natural waterways and wetlands.</p>	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Strategic – S2:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
23	Nickolas Salter & Donna Young	<p>The proposed bat corridor along Ngongetepara Stream near the Brigham Creek interchange, and the extent and impact of the NoR will have on our property which is adjacent Ngongetepara Stream.</p>	<p>We ask that the NoR corridor boundary along Ngongetepara Stream be revised and the impact on our property be reduced as outlined in our submission.</p>	<p>The EclA submitted with the application assesses the need for bat mitigation and provides the rationale for the location. Whilst bats may not have been recorded at the subject address, bats have large home and foraging ranges and the property would be within such ranges from the nearest recording.</p> <p>Whilst there is a cluster of bat recordings south of Kumeu, movement to the north is important as it would link to the larger areas of Riverhead forest and the Significant Ecological Area on the Kumeu/Kaipara River to the North.</p> <p>Note that the ABMs did record a larger degree of bat activity further upstream, and that as bats utilise stream corridors as foraging and movement corridors the indication of this area as bat mitigation is entirely appropriate.</p>
71	Michael Davis Family Trust	<p>The proposed culverting of the tributary on 411 Matua Road is unnecessary and results in the significant loss of stream, wetland, biodiversity area and ecological corridor. The applicant has not demonstrated sufficiently or assessed alternatives appropriately (i.e., bridging of watercourse) to allow the significant loss of this and other watercourses.</p> <p>The applicant has not undertaken an options assessment to an appropriate level for the project (including stormwater options,</p>	<p>Amend the plans to remove 379 Matua Road from the NoR/designation area.</p> <p>Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road.</p> <p>Limit the extent of piping and filling of natural waterways and wetlands.</p>	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
		earthworks, and loss of watercourse etc...). This includes the selection of a wetland (identified as SH16 Wetland 11) and culverts on 411 Matua Road, adjacent to 379 Matua Road		
72	Ray Chong and Judy Chong		Suspend current proposal	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p>
83	Anca Joicey	The proposed plan will require the removal of many trees and other vegetation, which will have a negative effect on the biodiversity of the area.	Oppose the Notice of Requirement	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Local: R1

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
20.7	Ray Chong and Judy Chong	9. Vegetation will be removed alongside the existing road corridor.	Suspend current proposal	I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.

Local: W3

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8.1	Michelle van Rensburg	<p>Options assessment is incorrect: Option 1 allows for a greater buffer between the widened road and the Totara Creek reducing the potential for adverse ecological effects</p> <p>Potential for more significant ecological effects due to less buffer between the widened road corridor and Totara Creek.</p>	<ol style="list-style-type: none"> 1. No change to the 2 lane Brigham Creek Road 2. Or if decision is made to alter the road: <ol style="list-style-type: none"> 1. Compensation for property value decrease expected from the road upgrade 2. Extra explanation of what mitigation options will be provided to property owners in Noise Category C houses with stated available mediation processes if agreement on options cannot be reached 3. Use of AC-14 or equivalent low noise road surfacing. 4. Option 2 for widening of the road to accommodate 4 lanes is chosen for Segment 1 (widening on the southern side only retaining northern boundary) 	<p>The relevant options were:</p> <p>Option 2: widen road on the south and retain northern boundary.</p> <p>Option 1: (selected): widen both the northern and southern side of the road and retain the centerline.</p> <p>Overall, ecology scored equally across all options. However additional commentary provided (table 8-2, page 72 of the Options Assessment) provides additional specific details regarding the preference for Option 2 as it relates to ecological matters.</p> <p>Ultimately the applicant has opted for Option 1. The options assessment has to make an overall assessment cognisant to the functional needs of infrastructure and as all options score the same (overall), as it relates to ecology, across the various options the practicalities of infrastructure</p>

HIF: Trig Road Corridor Upgrade

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8.1	John Kahukiwa and Lisa Roberts	There should be more research done in regard to the effects on the current environment, visually, ecologically and economically.	Oppose Notice of Requirement	<p>I consider that the:</p> <ul style="list-style-type: none"> • Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice. • Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects. • Reported results are transparent, accurate and a fair representation of the on-site values. <p>I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.</p> <p>In my opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage any effect on ecological values that may arise from the proposal.</p>
11.1	Nicola Craig	There should be more research done in regard to the effects on the current environment, visually, ecologically and economically.	Oppose Notice of Requirement	

HIF: Redhills NoR2a

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
3	Redhills Green Limited	The proposed alignment requires works to and over streams and wetlands, which will require resource consent under the AUP and the NES Freshwater, with appropriate mitigation and/or offsetting to manage associated effects. It appears that limited consideration has been given to these effects and implications, and how these could potentially be managed, such that this could pose a significant risk to the consenting and delivery of the works. The changes sought to the alignment seek to reduce the extent of affected stream/wetland to minimised this impact.	That the NoR Designation areas for NoR 1, 2a, 2b and 2c are adjusted to accord with the amended arterial alignment and associated stormwater management approach shown on the Redhills Green Arterial Route Masterplan attached to this submission.	<p>For NoR2a, as it relates to ecology, the submission specifically seeks re-alignment of the road west of the Ngongetepara Stream to reduce the length of bridge required.</p> <p>The changes are best captured on the SGA—DRG-NEW-0010CI-1005 of the lodged and notified plan set; and plan UD103 attached to the submission.</p> <p>Whilst the proposed alignment of the submission would reduce the number of structures within watercourses, the impact from an ecological perspective would appear to be greater as the plan infers that a portion of the stream and wetland would be reclaimed to realise this alignment ('wetland to be filled' marked on plan.</p> <p>It is also noted that the plans attached to the submission are also noted as highly indicative, with raises questions on the level of supporting assessment that has been undertaken to support this alignment.</p> <p>I would disagree that the alternative alignment sought reduces impact on streams and wetlands, and hence this submission is not supported.</p>

HIF: Redhills NoR2c

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8	Redhills Green Limited	The proposed alignment requires works to and over streams and wetlands, which will require resource consent under the AUP and the NES Freshwater, with appropriate mitigation and/or offsetting to manage associated effects. It appears that limited consideration has been given to these effects and implications, and how these could potentially be managed, such that this could pose a significant risk to the consenting and delivery of the works. The changes sought to the alignment seek to reduce the extent of affected stream/wetland to minimised this impact.	That the NoR Designation areas for NoR 1, 2a, 2b and 2c are adjusted to accord with the amended arterial alignment and associated stormwater management approach shown on the Redhills Green Arterial Route Masterplan attached to this submission.	<p>For NoR2c, as it relates to ecology, the submission specifically seeks re-alignment of the road to reduce the number of stream crossings require, reduce the length of the bridge and also has a lesser impact on bats.</p> <p>I acknowledge reducing the number of crossing (from 2 to 1), corresponds to a lesser degree of vegetation clearance required for removal.</p> <p>However, note that this roading alignment would require the greater degree of reclamation as noted on these submitters point in NoR2a; along with additional wetland reclamation in this specific section.</p> <p>It is also noted that the plans attached to the submission are also noted as highly indicative, with raises questions on the level of supporting assessment that has been undertaken to support this alignment.</p> <p>I would disagree that the alternative alignment sought reduces impact on streams and wetlands, and hence this submission is not supported.</p>
11	Nation Shine Limited	Also the proposed arterial road alignment leaves “no man's land” between an existing watercourse and the road alignment.	We would like the roundabout moved approx. 15m west and lowered 2-3m from existing road levels.	<p>Moving the roundabout further to the west, has the effect of moving it closer to the stream.</p> <p>This may require further reclamation, or as the submitter also suggests a retaining wall to support the roundabout.</p> <p>Either option requires a greater degree of effect on the stream and hence is not supported.</p>



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Project: STRATEGIC GROWTH ALLIANCE NW
 LDP Ref: 23-0005-001A
 Subject: LIGHTING EFFECTS
 Organisation: Auckland Council
 Attention: Todd Elder / Jo Hart Date: 14/06/2023
 Email: Todd.elder@aucklandcouncil.govt.nz / jo.hart@aucklandcouncil.govt.nz
 From: John Mckensey Signed: 

As requested, we have considered potential lighting effects from the proposed Notices of Requirement (NoR) in relation to both queries to the applicant through Section 92 queries and submissions received in relation to lighting.

The applicant has advised that lighting will be designed as a permitted activity with respect to the Auckland Unitary Plan provisions. We have no issue with this statement.

SECTION 92

In relation to all NoR's, we queried whether the applicant had considered potential lighting effects to the National Critically Endangered NZ long-tailed bat. In particular, ensuring sufficient separation within the designation from any lighting to bat activity locations to ensure lighting effects are managed to achieve international best practice.

The applicant advised that they could do so and would address any such issues during detailed design.

We recommend a condition as stated below to address this matter.

SUBMISSIONS

We understand that there has been only one submission received commenting on lighting effects. That was supplied by NZDF. While the wording was identical in each case, it was applied to 4 NoR's as follows;

- W1: Trig Road North – submission number 4.1
- W2: Mamari Road – submission number 5.1
- W3: Brigham Creek Road – submission number 5.1
- W4: Spedding Road – submission number 1.1

Their concern was that "Lighting effects on Base Auckland" from new lighting within the proposed transport corridors will also need to be appropriately managed". They sought a condition regarding this and other matters worded as follows:

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"Detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that does not compromise the safe and efficient operation of Base Auckland."

While we agree that such a condition would capture any related lighting concerns, if Council are instead minded to address the various aspects of the NZDF request by separate disciplines, we suggest an alternative condition below to purely address lighting effects.

RECOMMENDED CONDITIONS

Re NoR: All

We propose the following conditions to address effects to the LTB:

xx. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction by a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.

xx. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.

Re NoR: W1, W2, W3 & W4

Accept the NZDF proposed condition. Alternatively, if a separate condition is preferred related only to lighting, we recommend as follows to address effects to the NZDF Auckland Base;

xx. A lighting design shall be prepared that addresses the requirements of the AUP and the New Zealand Defence Force in relation to the NZDF Base Auckland. Provide NZDF confirmation to Auckland Council that they are satisfied with the lighting effects determined by the design.

3I Economic Effects

Memo: Technical specialist report to contribute towards Council's section 42A hearing report

23 June 2023

To: Reporting Planners, Supporting Growth North West NoRs:

Robert Scott (North West Strategic NoRs)

Jo Hart (North West Local NoRs)

Jess Romhany (North West HIF NoRs)

From: Derek Foy, Director, Formative Limited

**Subject: Supporting Growth Alliance North-West– (Strategic, Local, and HIF NoRs)
Economics Assessment**

1.0 Introduction

- 1.1 I have undertaken a review of the Strategic, Local, and Household Infrastructure Fund (“HIF”) Notices of Requirements (“NoR”) lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to economic effects.
- 1.2 I am a Director of Formative, an independent consultancy specialising in social, economic, and urban form issues. Prior to this, I was an Associate Director of Market Economics Limited, a research consultancy for six years, and was employed by Market Economics for 18 years.
- 1.3 I have 23 years consulting and project experience, working for commercial and public sector clients. I specialise in retail analysis, assessment of demand and markets, the form and function of urban economies, the preparation of forecasts, and evaluation of outcomes and effects.
- 1.4 I have applied these specialties in studies throughout New Zealand, across most sectors of the economy, notably assessments of housing, retail, urban form, land demand, commercial and service demand, tourism, and local government. I have been involved in assessments for greenfields developments around Auckland, including in the north-west (Kumeū-Huapai, Redhills and Whenuapai), Warkworth, Silverdale, Waiuku, and Drury.
- 1.5 This memo responds to economics matters arising out of the Strategic, Local and HIF NoRs, because many of the matters are relevant to all three NoRs. Where matters are not relevant to all three, I limit my assessment on that matter.
- 1.6 In writing this memo, I have reviewed the expert reports lodged with the NoRs, with a particular focus on those I consider to be most relevant to economics matters, being:
- The form 18 NoRs for a designation of land for each of the NoRs
 - “North West Strategic Assessment of Effects on the Environment Volume 2”, December 2022, Supporting Growth (the “Strategic AEE”)
 - “North West Strategic Social Impact Assessment, December 2022, Supporting Growth

- “North West Strategic Assessment of Transport Effects”, December 2022, Supporting Growth
- “North West Local Arterials Assessment of Effects on the Environment Volume 2”, December 2022, Supporting Growth (the “Local AEE”)
- “North West Whenuapai Assessment of Transport Effects” December 2022, Supporting Growth
- “Supporting Growth North West Assessment of Effects on the Environment – Redhills Arterial Transport Network Volume 2”, December 2022, Supporting Growth (the “Redhills AEE”)
- “Redhills Arterial Transport Network Assessment of Transport Effects”, December 2022, Supporting Growth
- “Supporting Growth North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade Volume 2”, December 2022, Supporting Growth (the “Trig Rd AEE”)
- “Trig Road Assessment of Transport Effects”, December 2022, Supporting Growth

1.7 I have also reviewed the submissions lodged on the NoRs, including the summaries of submissions prepared by the reporting planners.

1.8 I refer to the various NoRs using the following references (project name and notice label) provided in the application materials.

1.9 NW Strategic Package:

Highway Connections

- S1 Alternative State Highway (“ASH”)
- S2 SH16 Main Road

Rapid Transit

- S3 Rapid Transit Corridor (“RTC”)
- HS Huapai Station
- KS Kumeū Station

Local Rooding

- S4 Access Road

1.10 NW Local

- W1 Trig Road
- W2 Māmari Road
- W3 Brigham Creek Road
- W4 Spedding Road
- W5 Hobsonville Road
- RE1 Don Buck Road
- RE2 Fred Taylor Drive
- R1 Coatesville – Riverhead Highway

1.11 NW HIF

- NoR1 Redhills North-South Arterial Transport Corridor
- NoR2a Redhills East-West Arterial Transport Corridor – Dunlop Road
- NoR2b Redhills East-West Arterial Transport Corridor – Baker Lane
- NoR2c Redhills East-West Arterial Transport Corridor – Nixon Road Connection
- TRHIF Trig Road Corridor Upgrade.

2.0 Key economic issues

2.1 In my opinion there are both positive and negative economic issues associated with the proposed designations. I summarise those issues in the tables below (one for positive effects, and one for negative effects).

2.2 The key outcomes of the NoRs which have positive economic effects are listed in Figure 2.1.

Figure 2.1: Outcomes of NoRs that will have positive economic effects

Notice of requirement	Outcomes that have positive economic effects
All 19 NoRs	The existing road network is inadequate to handle projected traffic volumes, giving rise to increasing travel times and congestion, and deteriorating access to economic and social opportunities, with costs associated with longer and less predictable travel times. The designations aim to improve travel times and reduce congestion, which will have positive economic effects.
All 19 NoRs	The designations aim to create an improved transport network, and to improve safety for road users, reducing costs associated with responding to injuries and deaths associated with road use.
All 19 NoRs	Designation provides property owners, businesses and the community with increased certainty regarding the presence and location of future infrastructure, so they can make informed decisions, including relating to investment in property and buildings.
All 19 NoRs	Designation provides certainty to Auckland Council as a basis for its planning relating to future urban areas, allowing future spending to be known and prioritised, reducing long-term costs for local and central government and enable more effective land use and transport outcomes.
All 19 NoRs	Changed access to active modes and multi-modal journeys will provide alternatives to and promote a shift from private vehicle trips, providing a greater range of transport options and giving users different cost options.
All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3,	Traffic movement patterns will change, with potential for both negative and positive outcomes for commercial centres that rely in part on pass by traffic.

Notice of requirement	Outcomes that have positive economic effects
R1, RE1, RE2, TRHIF	
HS, KS	The development of the Kumeū and Huapai RTS stations will enable higher density development around them, potentially increasing nearby land values and business viability once development is complete.
All Strategic NoRs	The Strategic NoRs will together improve traffic flows and reduce congestion and traffic volumes through the Kumeū and Huapai centres, improving accessibility to businesses in those centres and the experience for shoppers in them. this is likely to have positive effects on business performance in the centres, once construction is complete, subject to the maintenance of adequate parking to accommodate shoppers' demands.
All 19 NoRs	The improved transport network will enable development to occur in greenfields areas, supporting new urban environments and the development of new business areas. This will increase local employment opportunities, and provide access to new business areas, and improved access to existing business areas, and to the goods and services provided by those businesses.
All 19 NoRs	Construction of new transport infrastructure will yield economic benefits, including direct, indirect and induced benefits through the economy, arising from expenditure on materials and labour. Benefits (including employment) will accrue to both local residents and across the wider Auckland and New Zealand economies. Some of that additional spend may be a transfer effect that would have been directed to other transport projects in the absence of being directed to the North West.

2.3 In my opinion the NoRs will have a number of significant positive effects, which the NoRs are required to enable the transport infrastructure which is required to enable development of the North West area as planned by Auckland Council.

2.4 The key outcomes of the NoRs which have negative economic effects are listed in Figure 2.2.

Figure 2.2: Outcomes of NoRs that will have negative economic effects

Notice of requirement	Outcomes that have negative economic effects
All 19 NoRs	Timing uncertainty. The timing of when new infrastructure is required is uncertain, and is expected to be linked to growth trends and development patterns. That uncertainty can impact investment decisions in properties, leading to maintenance and improvement being delayed, deferred, or foregone, with implications for the environment those properties are in, including potential for vacant premises and 'planning blight'. The uncertainty is directly related to the proposed 20 year lapse period for the designations arising from the Strategic NoRs, and 15-20 for North West Local and North West HIF designations (accepting that the lapse date is a limit not a target). This uncertainty may make it more difficult to sell

Notice of requirement	Outcomes that have negative economic effects
	properties affected by the designations, or reduce their value to reflect the uncertainty.
All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3, R1, RE1, RE2, TRHIF	Changed travel patterns. Traffic movement patterns will change, with potential for both negative and positive outcomes for commercial centres that rely in part on pass by traffic.
S2, S3, S4, HS, KS, W2, W3, W4, W5, R1, RE1, RE2, TRHIF	Business interruption. During the construction phase there is likely to be interruption to businesses in works areas, due to changed visibility from the road, and changed accessibility. Consumers may find it more difficult to access or find (due to changed visibility) businesses and parking, and so might shop elsewhere during construction, with adverse effects on business sales. Landlords may find it difficult to tenant properties, due to perceived concerns about adverse effects on businesses occupying their tenancies, both in the construction phase, and after the construction (for example if a building becomes less accessible or has reduced parking, as a result of new infrastructure).
All 19 NoRs	Travel time disruption. During the construction phase, the time required for trips through construction areas may increase, incurring costs for business-related travel (including freight), and personal time costs for non-business travel. This will be a temporary effect and as noted above, travel times are expected to improve post-construction.
All 19 NoRs except HS and KS	<p>Farming operations. During the construction phase there may be some disruption to farm activities, with potential adverse effects for farm productivity. Adverse effects might arise where temporary occupation of land is required during construction, where access interrupts normal farming operations, and where construction noise and vehicle movements require a change to farming practices.</p> <p>There will also be impacts on the operation of some farms as a result of usable areas being permanently changed, which can occur in several ways:</p> <ul style="list-style-type: none"> • Where land is lost for infrastructure (taken for roads etc.), reducing the size of the productive part of the farm • Where the farm has infrastructure pass through it, severing parts of the farm, resulting in two discrete parts that are separated by a new road corridor, with no direct access between the two parts • Requirement for parts of the farm to be removed from productive use for use as protected ecological areas (e.g. for bats).¹

¹ NoR Strategic AEE, section 19.4.1
.4.1

3.0 Supporting Growth Alliance assessment

- 3.1 In this section I review the applications' coverage of, and conclusions reached in relation to economic outcomes of the NoRs, and conditions proposed to manage those effects.
- 3.2 The Supporting Growth Alliance has not provided separate assessments of economics effects for any of the NoRs. However, the application material does identify most of the key economic outcomes listed in section 2.0 (above) in various documents, including in the AEEs (Strategic, Local, Redhills and Trig Road AEEs), SIA (Strategic) and assessments of transport effects (Strategic, Local, Redhills and Trig Road). My review of the applications' assessment of economic effects therefore draws from a range of application materials, as I reference below.
- 3.3 As noted above in section 2.0, a range of positive economic effects are likely to arise as a result of the transport infrastructure sought to be enabled by all of the designations. I agree with coverage in the application materials that, common to all NoRs:
- New transport infrastructure will be required to enable planned urban growth in Kumeū-Huapai, Whenuapai, and Redhills.
 - New infrastructure needs to be planned for now, and its location and function needs to be public so as to allow current and future residents, businesses and other affected parties to have some certainty about what is planned, and where.
 - The designations would provide appropriate certainty about those matters for residents and businesses, in relation to which properties will be affected, and the location and path of new infrastructure.
 - The designations would support Council planning for urban growth.
 - From the information provided in the NoRs, the traffic infrastructure planned will improve certainty of travel times, provide for active modes, and reduce the likely of death and serious injuries. All of those matters will yield positive economic effects, as identified in the NoRs.
- 3.4 I also add that although not explicitly identified in the application materials, other positive economic effects of the NoRs will include:
- Economic activity that will be generated by the planning and construction of the proposed transport infrastructure.
 - Some of the planned infrastructure, particularly the Kumeū and Huapai RTS stations (NoRs KS and HS), might induce higher density development to occur around them, potentially increasing nearby land values and business viability once development is complete.
- 3.5 These are benefits of the NoRs, and should be taken into account when assessing the merits of the NoRs, but I do not discuss them further because they do not require any conditions to be imposed to mitigate them.
- 3.6 In the table below I summarise the applicant's assessment of the negative economic effects I have identified in Figure 2.2, including the conclusion(s) reached in relation to those effects, and conditions proposed to manage them.
- 3.7 As a general observation in relation to the negative economic outcomes, the management and mitigation measures are focussed on communication to inform affected parties that

effects are likely to arise, and when effects will arise. Reference is made to several plans (e.g. Construction Environmental Management Plans and Community Consultation Plans) that will be used to manage these effects, but there is little in the way of specific mitigation measures identified in the NoRs.

Figure 3.1: Discussion of negative economic effects of NoRs

Notice of requirement	Outcomes that have negative economic effects
All 19 NoRs	<p>Timing uncertainty. All NoRs identify the potential for negative adverse effects arising from the uncertainty (during the pre-construction phase) as to when construction might begin. There is no assessment of the potential scale of negative effects, such as the degree to which property values may be affected, or the spatial extent or degree of planning blight that might occur, although I recognise that scale would be very difficult to assess at this stage.</p> <p>The NoRs note that this uncertainty is an inevitable outcome of the length of the lapse period (which varies between 15 and 20 years), and that the lapse periods proposed are required to “provide a sufficient timeframe to enable the construction of each of the transport corridors in response to the progressive urbanisation of the FUZ and align with planned release of land and project funding availability”² (or similar justification from the Local and HIF NoRs).</p> <p>The recommended measures to address this uncertainty included in the Strategic and Local NoRs are “ongoing and effective communication”,³ and implementation of strategies to mitigate effects. The content of those strategies has not yet been determined, but will involve the following plans:</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (“CTMP”) • Construction Environment Management Plan (“CEMP”) • Construction Noise and Vibration Management Plan (“CNVMP”) • Stakeholder and Communication and Engagement Management Plan (“SCEMP”).⁴ <p>The recommended measures to address potential uncertainty are focussed on “ongoing and effective communication”,⁵ while the Redhills and Trig Road HIF NoRs discuss the restrictions that designations impose, and conclude they will result in “no more than minor effects on property, land use and business”.⁶</p> <p>In my opinion the uncertainty may result in more than minor effects on some landowners, because their ability to use their property in the same way they have done, and ability to sell or redevelop their</p>

² NoR Strategic AEE, section 24.3, p165

³ NoR Strategic AEE, section 24.3, p166, with similar references in the NoR Local AEE (section 25.3).

⁴ NoR Strategic AEE, section 23.7

⁵ NoR Strategic AEE, section 24.3, p166, with similar references in the NoR Local AEE (section 25.3).

⁶ NoR Redhills AEE, section 8.3.9.1; and NoR Trig Road AEE, section 9.8.2

Notice of requirement	Outcomes that have negative economic effects
	<p>property may be changed or removed as a result of designations. A restriction of private property rights is highly likely to incur some change in property value, and depending on the extent of restrictions on each property, that change could be significant. As I understand it that uncertainty and any associated reduction in property values is not able to be compensated under the Public Works Act (“PWA”).</p>
<p>All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3, R1, RE1, RE2, TRHIF</p>	<p>Changed travel patterns and travel time disruption. Travel patterns throughout the north-west area, beyond the NoR boundaries, will potentially change as a result of the new transport infrastructure enabled by the NoRs. This will occur during the construction and post construction phases and will affect both travel to access businesses (as discussed in my “Business interruption” response immediately below) and for non-business travel.</p> <p>Non-business travel will give rise to some potential costs and benefits at different phases of the projects, as households at first incur greater travel times as a result of construction works disruption, but then come to derive savings in travel time as the result of a more efficient travel network once works are completed.</p> <p>The mitigation measures proposed to deal with this are the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) that are intended to minimise disruption, and manage its effects where possible, although no specifics have yet been presented. Changes in travel times might in some cases be significant, although that depends on how the management plans mitigate interruption.</p>
<p>S2, S3, S4, HS, KS, W2, W3, W4, W5, R1, RE1, RE2, TRHIF</p>	<p>Business interruption. These NoRs are located in areas in which business activity currently occurs, and where interruption to that business activity is possible during the construction phase.</p> <p>There has been no assessment of the potential scale of negative effects, such as the degree to which business turnover might decrease as a result of access to businesses becoming more difficult, or visibility of businesses decreasing and patronage dropping as a result. I recognise that those effects would be very difficult to assess at this stage, particularly because those effects will not accrue for many years yet, and the nature of businesses affected is not yet known, as it is likely to change from the businesses currently operative.</p> <p>Further, not all businesses or business areas that will exist during the construction works are in existence now, because areas of FUZ are yet to be developed. Construction works for the NoRs may (although will not necessarily) precede the development of new business and business areas.</p> <p>The AEEs identify a number of existing businesses and business areas that are located within some of the NoRs, including:</p>

Notice of requirement	Outcomes that have negative economic effects
	<ul style="list-style-type: none"> • The Kumeū and Huapai centres along SH16 (S2, S3, S4, HS, KS) • The Whenuapai centre on Brigham Creek Road, relevant to both W2⁷ and W3⁸ • Part of the Spedding Road corridor (W4) near SH18 (zoned industrial, and urbanising now)⁹ • The Hobsonville Road corridor (W5)¹⁰ • The Don Buck Road corridor (RE1)¹¹ • The Fred Taylor Drive corridor (RE2)¹² • The Coatesville-Riverhead Highway corridor (R1)¹³ • Within the Trig Road NoR (TRHIF)¹⁴ along Hobsonville Road, although a number of commercial businesses there are not identified,¹⁵ with the AEE’s focus on community organisations. <p>I note that there will also be other businesses not on designated properties, but located on side streets, which have customers that would have to travel through construction works to visit the businesses, and therefore which could be affected by the construction works. The AEEs do not identify potentially affected businesses in that category, or recognise that they might be affected.</p> <p>The AEEs provide the following assessment of the potential for effects on businesses:</p> <ul style="list-style-type: none"> • The Strategic AEE recognises that construction could temporarily impact people’s ability or desire to impact businesses along SH16, including in and around the Kumeū and Huapai centres.¹⁶ • In Whenuapai impacts are described as being “generally limited to canopies. Along Hobsonville Road, there are multiple commercial facilities (such as supermarkets) and whilst community access will be disrupted during works this can be managed”.¹⁷ • There will be impacts on the existing industrial and commercial area at Don Buck Road, although most properties

⁷ NW Local AEE, table 10.3

⁸ NW Local AEE, section 10.4.5.1

⁹ NW Local AEE, section 10.5.5.1

¹⁰ NW Local AEE, section 10.6.5.1

¹¹ NW Local AEE, section 11.2.5.1

¹² NW Local AEE, section 11.3.5.1

¹³ NW Local AEE, section 11.4.5.1

¹⁴ NW HIF Trig Road AEE, section 5.1.6

¹⁵ A cattery, orthodontist, and tattoo studio

¹⁶ Strategic AEE, section 23.5

¹⁷ NW Local AEE, section 24.4

Notice of requirement	Outcomes that have negative economic effects
	<p>have access from the rear (Westgate shopping centre) which will reduce dependence on Don Buck Road. Direct impacts are relatively limited, and will decrease as the community becomes aware of new road layouts, and works are not expected to result in business displacement or loss.¹⁸</p> <ul style="list-style-type: none"> • In Riverhead there are few commercial sites affected and no sites required in full. Works are expected to have minor effects only on the entrance and parking areas of Huapai Golf Course and Hallertau Brewery, but not to impact the main buildings.¹⁹ • The Local AEE identifies that for existing businesses and commercial properties there is the potential for impacts from construction work along each corridor, these impacts include traffic disruption and impacts on visibility and accessibility, including for services and deliveries, of shops, office and other commercial areas. These impacts can be mitigated and / or managed via a CEMP and ongoing engagement with businesses and the wider community, via a Community Consultation Plan.²⁰ • For businesses and commercial properties that fall entirely within the designation footprint these businesses will be acquired to allow the upgrade of the corridor. The landowners of these businesses will have recourse through the PWA, and communication with the impacted businesses will be required to allow them to plan ahead.²¹ In terms of the wider community, while they will no longer have access to the displaced businesses, they will have access to new businesses and centres as the FUZ areas urbanise. • There is no recognition in the NW HIF Trig Road AEE of potential disruption to businesses (section 9.8.3), although some are identified <p>There do not appear to be any businesses within the NW Redhills NoRs (NoR1, NoR 2a, NoR 2b and NoR 2c) that would be likely to be adversely affected during the construction phase, other than rural businesses such as farms, which I address below.</p> <p>The recommended measures to address potential business effects are focussed on communication with potentially affected parties, and future use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) to manage and mitigate effects on businesses. The AEEs which signal the greatest likelihood of</p>

¹⁸ NW Local AEE, section 24.4

¹⁹ NW Local AEE, section 24.5

²⁰ NW Local AEE, section 24.3

²¹ NW Local AEE, section 24.3

Notice of requirement	Outcomes that have negative economic effects
	<p>adverse effects on businesses are the Strategic and NW Local AEEs, although the Redhills and Trig Road HIF AEEs discuss the restrictions that designations impose, and conclude they will be temporary, and result in “no more than minor effects on property, land use and business”.²²</p> <p>In my opinion adverse effects on businesses could be significant in some locations, with reduced visibility and access, combined with a construction environment nearby resulting in a range of disincentives to continue shopping in centres subject to construction works. I accept that those adverse effects would only exist during and soon after the construction phase, however during that phase it is possible that the viability of some individual businesses could be threatened. There is no recognition of that possibility in the NoRs.</p>
All 19 NoRs except HS and KS	<p>Farming operations. The AEEs identify the potential for adverse effects on rural production and farms arising from construction activities. These effects are also proposed²³ to be managed and mitigated by the use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP), as for effects on other businesses.</p> <p>Provision is made for reintegration of rural (and other) land where property features (such as driveways, parking, fences, gardens and yards) are damaged, with reintegration to be discussed with landowners and to follow provisions under the PWA.²⁴</p> <p>The PWA can also be used to provide recourse to property owners where acquisition of part of their land has impacted the operation of their business.²⁵</p> <p>The NoRs do not explicitly recognise the potential for farming operations to be adversely affected as a result of land fragmentation and severance, or reduced productive areas that occur as a result of land being acquired either for transport infrastructure or associated mitigation works (such as ecological areas).</p>

4.0 Assessment of economics effects and management methods

4.1 In this section I review the NoRs’ assessments of economics effects, and the measures proposed to mitigate those effects. As identified in section 3.0, the main economic effects are those arising as a result of:

- Interruption to business and farming operations

²² NoR Redhills AEE, section 8.3.9.1.; and NoR Trig Road AEE, section 9.8.2

²³ NoR Strategic AEE, section 24.4; NoR Local AEE, section 25.5; NoR Redhills AEE, section 8.3.9.2; and NoR Trig Road AEE, section 9.8.3

²⁴ NoR Strategic AEE, section 24.6; NoR Local AEE, section 25.5; NoR Redhills AEE, section 7.1.4.7; and NoR Trig Road AEE, section 7.4.7

²⁵ NoR Local AEE, section 24.3

- Timing uncertainty
- Changed travel patterns and travel time disruption.

Interruption to business operations

- 4.2 The AEEs have not assessed the scale of potential effects of interruption to business operations during the construction phase. Instead, the AEEs identify the likelihood that some effects will eventuate, and the areas in which there are existing businesses that may be affected. Some AEEs do note the ability for recourse under the PWA, and the possibility for the acquisition of properties where all of the property falls within the designation footprint.
- 4.3 In my opinion the AEEs' approach is appropriate, and more detailed or specific assessment of those effects is not required, and would not be able to be undertaken with any confidence, for two reasons.
- 4.4 First, because construction is not likely to start soon, given the up to 20 year lapse periods, it is not known which businesses will exist in affected areas at the time construction works start. There is likely to be significant turnover of businesses between now and when construction works start for each of the projects, given the natural churn in business tenancies, and the relatively long (likely 10+ years in many instances) until construction begins.
- 4.5 Second, because there is uncertainty about the specific design of new infrastructure, it is difficult to understand exactly which businesses, or parts of business areas, would be likely to be affected when construction does begin. Once more detailed designs have been completed, plans for staging of works etc. have been settled, and it is closer to the time of construction works, it will be possible to have a greater understanding of which businesses or locations might experience disruption to their trading and accessibility.
- 4.6 In my opinion it is reasonable that the AEEs have identified that there is the potential for effects to arise, and for there to be some strategies for dealing with those, but that more specific impacts have not been assessed.
- 4.7 However, from my review of the AEEs while most areas and businesses potentially affected have been specifically identified, some have not. Businesses that may be affected but which have not been identified include those on Hobsonville Road near the end of Trig Road (TRHIF), and businesses that are outside the various NoRs, but which rely (at least in part) on having customer access through the area of construction works.
- 4.8 Further, there is no recognition in the NoRs that adverse effects on businesses could be significant in some locations. While I accept that those adverse effects would only exist during and soon after the construction phase, in that time the viability of some individual businesses could be threatened. Some mitigation or compensation measures should be considered for those businesses, including (if possible) properties that are outside the designation area, but still affected by the construction works.
- 4.9 There is also no recognition in the AEEs of the potential effects on property owners of tenancing their premises. It may become difficult to tenancy some premises if construction works will, or are perceived to, make access more difficult, reduce parking, or create an unattractive environment in which to do business. That difficulty may persist in the post-construction phase, with adverse effects for property owners, and with the possible effect of increasing the number of vacant premises in centres and business areas, which would contribute to planning blight.

- 4.10 Business operations may also be adversely affected if the NoRs change the amount of car parking available near businesses. A large proportion of trips to North West businesses will occur by car, and if car parking provision is materially changed as a result of the NoRs, and it becomes more difficult to access local businesses, a decrease in patronage of those businesses would be likely.

Interruption to farming operations

- 4.11 As noted in relation to business operations, the AEEs have not assessed the scale of potential effects of interruption to farming operations during the construction phase, only identified the fact that there is potential for effects to arise, and that they will be addressed using the suite of four management plans. Also as for other businesses, I accept that assessment of those effects will be difficult without direct consultation with farmers. That consultation could easily identify which farms are most likely to suffer adverse effects during the construction phase, and would be a more appropriate, and direct way to establish potentially affected farms, than a desktop assessment for an AEE.
- 4.12 As I note in section 2.0, there is also potential for farming activities to be interrupted on a permanent basis as a result of usable farm areas being permanently changed, where land is taken for infrastructure (land within the designation area), where infrastructure passes through farms severing parts of some properties into areas with no direct access between them, or where land is required to be used for non-farming uses (such as protected ecological areas).
- 4.13 That potential may in some cases make farms much less economic, or uneconomic, to run as an agricultural business, due to reduced economy of scale, practical difficulties moving between parts of a landholding, and reverse sensitivity effects (for example road noise affecting stock).
- 4.14 The Local AEE²⁶ recognises that potential:
- Where a partial acquisition of a site is required communication with the landowner and occupier will be required to discuss the ongoing operation of the site. Depending whether the partial acquisition will impact on the operation of the business, landowners may have recourse through the PWA.*
- 4.15 The Local AEE states that potential much more explicitly than the other three AEEs, which are vaguer about the potential for the PWA to be available to provide recourse for property owners of businesses that are impacted by the works:
- The Strategic AEE proposes to provide information to landowners about the PWA,²⁷ limiting coverage of PWA matters to identification that there are PWA processes which guide property acquisition and compensation, but with no coverage of compensation for impacted businesses as a result of any acquisition.
 - The NW HIF Redhills and Trig Road AEEs both identify that the PWA can be used to mitigate effects of temporary acquisition²⁸ and the loss of productive and residential land,²⁹ but does not refer to land which becomes uneconomic to use for the same purpose as a result of acquisition.

²⁶ NoR Local AEE, section 24.3

²⁷ Strategic AEE, section 24.6

²⁸ NW Redhills AEE, section 8.3.9.2

²⁹ NW Redhills AEE, section 8.3.9.3

- 4.16 Other than reference to the PWA being able to be used to mitigate effects on the operation of the business (e.g. farms), the AEEs do not identify any mitigation measures for these permanent effects. Instead, the assessment elsewhere in the AEEs is that for private properties one of the following outcomes will occur:
- Land that is required for the corridor will have been purchased, resulting in no ongoing effects for those parties
 - Property owners whose land is not purchased will experience only temporary effects, and those will be mitigated through reinstatement of accessways, fences, parking etc, meaning there will be “no ongoing property impacts”.³⁰
- 4.17 It will be important that the approach identified in the Local AEE is recognised across all NoRs, and that if farming (or indeed other business) operations are adversely affected by changes to their property, than property owners be made aware of the extent of options available to them. The Strategic and HIF AEEs are less than explicit about the ability for compensation under the PWA for impacted business operations, but landowners affected by those NoRs should be informed in the same way as landowners affected by the Local NoR.

Timing uncertainty

- 4.18 There has been no assessment of the potential economic effects of the uncertainty of the timing of construction works on property owners. The potential for those effects has been identified, including in relation to the risk of planning blight, although not in relation to the potential for property values to decrease due to uncertainty about the future environment.
- 4.19 In my opinion it is not possible to accurately assess the potential effects associated with uncertainty at present, and it may not be able to improve that accuracy in the future. Response to these potential effects will vary significantly between affected parties, depending on many factors, including:
- the location of affected properties
 - the age and condition of affected properties
 - property owners’ plans for future use of their property
 - property owners’ perceptions of how they might be affected, and their decision making as a result.
- 4.20 While it is not necessary to predict how and where effects might occur, it will be important to monitor any material changes in property condition that arise, and manage those effects appropriately. For example, if there is significant planning blight that is adversely affecting the amenity of commercial areas, and the role that a centre plays for its community, it may be necessary to implement some measures to mitigate that blight and avoid community disenablement.
- 4.21 The AEEs recognise the potential for blight to occur, but do not propose any specific mitigation or management measures should blight be identified. In my opinion they should propose management measures, and have a process to monitor the quality of particular urban environments, especially commercial areas. Planning blight is unlikely to have significant economic effects when it applies to individual, privately owned buildings or in rural areas, but

³⁰ Strategic AEE, section 24.5

will be more of a problem when enjoyment of or access to public space and commercial activities becomes compromised.

- 4.22 I am not aware of any mechanism to mitigate any reduction in property values that might arise as a result of properties becoming subject to designation(s). The AEEs have not assessed the potential magnitude of any such reductions, or even identified the potential for such effects to occur.
- 4.23 Reductions in property values will be difficult to assess, and likely to be temporary in many cases, because there is a potential for future uplift in property values once works are finished, and access to the area is improved. However, some reduction in values will be more sustained, such as where a property's outlook and natural environment is significantly changed by the introduction of (for example) a new road passing by, but with no change in development activity enabled (e.g. a rural area that will remain rural, as opposed to where a new road enables urban development of a currently rural area, yielding an uplift in property values).

Changed travel patterns and travel time disruption

- 4.24 The third key economic issue identified is changed travel patterns and travel time disruption. Effects under this heading are difficult to quantify or predict at present, and the AEEs propose a number of management plans to mitigate the potential effects of this disruption. While specifics of those plans have not yet been set, this type of disruption is common in relation to the construction of transport infrastructure, and I expect that the plans will adequately address potential effects, drawing on experience from other infrastructure projects.
- 4.25 Negative effects under this heading (slower travel times) will occur during the construction phase, with expected improved post construction, so the effects are likely to be of limited duration, as noted in the AEEs.

5.0 Submissions

- 5.1 I have reviewed the submission lodged in relation to the NoRs, and summarise in Figure 5.1 (below) the issues relating to economics.
- 5.2 Relevant submission matters include some categorised in the summaries of submissions as social and property effects, however not all property and social effects are included in my summary. Some property-related submissions, such as requests to exclude a property from a designation or for more certainty regarding a specific change to a design are excluded below.
- 5.3 Only submissions identifying negative effects are included in the table. A number of positive effects were identified in submissions as well, with the main reasons identified in support being recognition of benefits in improving the quality of transport infrastructure in the area, although usually without specific recognition of related benefits such as improved certainty of travel times. Many submissions requested that works begin as soon as possible, particularly in relation to S1 (ASH), in order to alleviate exiting traffic concerns and improve efficient movement to businesses and households throughout the North West.

Figure 5.1: Summary of economics matters raised in submissions (orange cells indicate submissions identified that issue in relation to a particular NoR)

NoR	Effects on businesses/ development potential	Uncertainty and length of lapse period	Planning blight	Access and loss of parking	Compensation	Property value
North West Strategic						
S1						
S2						
S3						
S4						
HS						
KS						
North West Local						
W1						
W2						
W3						
W4						
W5						
RE1						
RE2						
R1						
North West HIF - Redhills						
NoR1						
NoR2a						
NoR2b						
NoR2c						
North West HIF - Trig Road						
TRHIF						

5.4 In my opinion the submissions lodged do not identify any matters that are not identified and discussed earlier in my review.

5.5 The key economics-related concerns raised in the submissions are:

- **Certainty:** A lack of certainty in what works will be undertaken, and when works will occur. Submissions identify that that uncertainty may give rise to planning blight, makes effective use of property difficult, and might be expected to result in a decrease in property values. Many submissions request a shorter lapse period to provide a shorter period of uncertainty.
- **Access:** Many submissions raise concerns that the NoRs will change the environment in ways that make property access more difficult, or impossible, with adverse effects for both residential and non-residential occupants. These effects include reduced parking as a result of land being required for infrastructure or construction works, the need to create new access points as a result of barriers (e.g. batters) created by the infrastructure, reduced access to service lanes, and property becoming landlocked or requiring access across other properties.
- **Business interruption:** Submissions raising this issue include businesses concerned with access issues, property owners who believe their ability to develop their land might be reduced or removed (e.g. because of reduced property size, or diminished attractiveness), reduced visibility to potential customers, and business owners concerned for the ongoing viability of their businesses during the construction phase.

- **Relief:** Several types of relief are requested in the submissions, including redesign to avoid perceived problems, changing properties to not be subject to a designation, consultation and engagement to improve certainty and understanding of development plans, use of management plans to mitigate effects, and compensation for reduced property value or business effects.

5.6 I agree with the range of economics issues identified by submitters, and recommend the following responses.

Certainty

5.7 The NoRs clearly set out why lapse periods of up to 20 years are required for the designations, and I accept that rationale. The long term nature of the lapse periods will inevitably give rise to some uncertainty for property owners, with a real risk of planning blight in some places as property owners are disincentivised from property maintenance and upkeep, due to restrictions imposed by the designations, and uncertainty about return on investment given the likelihood that the post-construction environment will differ significantly from today's environment.

5.8 I agree with the NoRs' assessment that communication with affected parties is one method of mitigating that uncertainty, however in my opinion there should be some requirements for monitoring of the environment to ensure that planning blight does not adversely affect public use and enjoyment of public areas such as commercial centres. Blight on private property will be difficult, (and possibly unnecessary in most instances) to manage, but if it becomes part of a multi-property decay and results in unattractive or unsafe places to visit for shopping, recreation or accessing community services, then there should be some recognition and management of that.

5.9 While the AEEs note the ability of compensation under the PWA for property that is acquired under the designations, I am not aware of any mechanisms to provide compensation for a (real or perceived) reduction in property values that might occur because of the uncertainty created by the designations. I accept submitters' points that some such reduction might occur, particularly on properties where development rights are limited because of the designation, but also on other properties outside the designation area but close to proposed infrastructure. If there are potential remedies to address this issue, they should be considered to address submitter concerns.

5.10 A matter not raised in submissions, but which should in my opinion be made clear to property owners, is that identified in the Local AEE³¹ which recognises that if partial acquisition of a site is required and that impacts the operation of a business, the landowner may have recourse through the PWA. That situation may apply to farmers with land subject to a NoR, but concerns about farm operation were not identified in submissions. I have not seen any assessment of the number of farms that would experience the loss of a significant proportion of their area, or severance that will create uneconomic residual areas.

Access and business interruption

5.11 The NoRs identify the potential for access difficulties, and propose a range of measures (consultation and communication, including SCEMPs and CEMPs) to identify and remedy any access difficulties to private property. The AEEs undertake to reintegrate affected properties

³¹ NoR Local AEE, section 24.3

post-construction, and appear cognisant of the concerns raised in submissions, including in relation to residential and business properties. I do not consider that any additional mitigation measures are required to manage the effects of changed access in the post construction phase, assuming access to affected properties is reinstated, or replaced with comparable alternate access.

- 5.12 During construction, changed access may affect business turnover, and in some cases even business viability, if access challenges are not adequately managed and mitigated. Recognition of this possibility in the AEEs is limited, however as I note above is identified in the Local AEE in relation to properties where part of the site has been acquired.
- 5.13 However, for neighbouring or nearby properties that are not subject to an acquisition, but to which access has materially changed, with adverse effects on business operation and profitability, it may be appropriate to provide some compensation or to offer mitigation. Response could include compensation for reduced sales, improved signage and wayfinding to attract customers, and other temporary environmental improvements (new parking areas, temporary landscaping and public art) to attempt to offset access difficulties and provide some separation from the construction environment.

6.0 Conclusions and recommendations

- 6.1 The SGA has not provided a separate assessment of potential economics effects for any of the 19 NoRs, however has in my opinion adequately covered economics matters in the four AEEs, and other supporting documents. My conclusions and recommendations below apply to all 19 NoRs, unless otherwise stated.
- 6.2 I do however note several matters around which more information could be provided to potentially affected parties in order to provide greater clarity on potential mitigation measures, some of which matters could also be addressed by way of conditions. The following matters were widely raised in submissions, and could be incorporated in the SCEMPs for each NoR when those are developed:
- Adverse effects on farming operations and farm viability as a result of severance and reductions in farm area.
 - Interruption to business operations during the construction phase, including for businesses located on properties outside the designation area for which access might be impacted by construction works (either for customer or freight). The NoRs focus on business operations on properties that are at least partly within the designation area.
 - Interruption to business operations and accessibility in the post-construction phase, such as due to a reduction in car parking. Retention of sufficient and well located car parking is identified as a matter of concern in submissions, particularly in relation to NoR S2 SH16 Main Road, but is not a matter identified in the AEEs, and it is unclear whether there is any intent for SGA to mitigate the loss of parking spaces during both the construction and post construction phases.
 - Effects arising from a reduced ability to use property in the future, such as where subdivision becomes precluded as a result of reduced property size or access.
 - Compensation. Many submitters questioned whether compensation would be available for various types of effects, and it would be helpful for the SCEMP to include some

explicit mention of what effects compensation might be available for. For example, whether any compensation will be available for reduced property value arising from either limitations imposed by the designation (i.e. reduced development rights during the lapse period), or future proximity to new transport infrastructure. Compensation for reduced ability to tenant premises is also of interest to some submitters.

- 6.3 The conditions proposed in relation to the SCEMP do not specify who are the stakeholders that should be consulted with, only that a list of stakeholders will be included in the SCEMP. In my opinion it should be a condition of the SCEMP that stakeholders include, at minimum, the community generally (including households, businesses and other organisations), and not be limited only to property owners/occupiers of land subject to the designations. That condition would assist in ensuring many of the submission points raised in relation to economics are able to be responded to directly with affected parties, and that the range of stakeholders included in the SCEMP is not too narrow.
- 6.4 In my opinion the NoRs are consistent with the direction and framework of the Auckland Unitary Plan (AUP), including giving effect to the Regional Policy Statement (“RPS”). Key relevant parts of the AUP include objectives and policies to provide sufficient feasible development capacity for housing, which the NoRs would enable by providing necessary transport infrastructure to allow new residential areas to be developed.³² That enablement is also consistent with the Future Urban Land Supply Strategy, and the Auckland Plan 2050³³ which both provide direction for managing Auckland’s growth in a sustainable, cohesive manner. In my opinion the NoRs set out a logical plan to enable growth consistent with those planning documents.
- 6.5 The NoRs aim to provide good, and improved access within the North West, and between the North West and other parts of Auckland, including related to accessing employment opportunities and businesses selling goods and services, which is a core part of community wellbeing and a concern identified in the AUP.³⁴ In my opinion the NoRs would achieve that aim, and provide much improved access between new and existing residential and business areas, supporting economic wellbeing and providing efficient access to businesses.
- 6.6 Overall I support the NoRs, and propose only one modification to the condition in relation to the SCEMP for each NoR, namely that stakeholders include, at minimum, the community generally (including households, businesses and other organisations), and not be limited only to property owners/occupiers of land subject to the designations. Other conditions such as requirement to employ specific mitigation measures could be considered in response to submissions, although may be more appropriately applied in the consenting phase.

³² As discussed in the Strategic AEE table 28-1, and Local AEE table 29-1, under “Urban growth and development capacity”

³³ As discussed in NW HIF Trig Road (Table 21) and NW HIF Redhills AEEs (Table 28)

³⁴ As discussed in the Strategic AEE table 28-1, and Local AEE table 29-1, under “Business zones”

ATTACHMENT 4
SUMMARY OF SUBMISSIONS

Attachment 4

Summary of Submissions

- NoR W1: Trig Road (North)
- NoR W2: Māmari Road
- NoR W3: Brigham Creek Road
- NoR W4: Spedding Road
- NoR W5: Hobsonville Road (alteration to Des. 1437)
- NoR R1: Coatesville-Riverhead Highway
- NoR RE1: Don Buck Road
- NoR RE2: Fred Taylor Drive (alteration to Des. 1433)

Notice of Requirement - Trig Road North (NoR W1) Auckland Transport				
Summary of Submissions				
Sub #	Submitter Name	Oppose/Support	Key Issues	Relief Sought
1.1	Trina Mullan	Oppose	Effects on property	Bare land used from the eastern side of Trig Road instead of the west side where all the properties are.
2.1	Yvonne and Gayo Vodanovich	Oppose	Effects on property	Ensure that the designation does not intrude upon 26 Trig Road
2.2	Yvonne and Gayo Vodanovich	Oppose	design, development, runoff, and stormwater	Ensure that the levels and location of the finished road do not cause any adverse effects on 26 Trig Road including but not limited to issues related to access, runoff and stormwater.
2.3	Yvonne and Gayo Vodanovich	Oppose	Lighting	Ensure that finalised street lighting does not cause undue glare or exceedance of any relevant standards for light spill at 26 Trig Road.
2.4	Yvonne and Gayo Vodanovich	Oppose	Access	Ensure that vehicular access to 26 Trig Road is maintained at all times throughout the construction period. If there is any disruption to vehicular access, provide alternative wheelchair-accessible accommodation that can be accessed by ambulance at all times for the residents of 26 Trig Road.
2.5	Yvonne and Gayo Vodanovich	Oppose	Noise and vibration	Ensure that the noise and vibration are managed to meet construction noise and vibration standards throughout the construction period.
2.6	Yvonne and Gayo Vodanovich	Oppose	Design of intersection	Ensure that the intersection of Trig, Luckens and Hobsonville Road is formed to create a simple four-way intersection to maximise efficiency.
2.7	Yvonne and Gayo Vodanovich	Oppose	Design and conditions	If any of the construction or permanent effects on 26 Trig Road are unable to be appropriately addressed through design of the designation or condition, recommend that the Notice of Requirement be declined.
2.8	Yvonne and Gayo Vodanovich	Oppose	Lapse period	Provide for a standard lapse period
3.1	Spark New Zealand Trading Limited (Spark)	DNS	Conditions	<p>Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.</p> <p>XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times</p> <p>XX: The contractor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.</p> <p>XX: Spark shall be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.</p> <p>XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.</p>
4.1	New Zealand Defence Force		Conditions - Effects on NZDF Whenuapai Airbase - bird strike, lighting, effects from construction, Obstacle Limitation Surface.	NZDF is seeking a condition on the designations (North West Local Network: Trig Road, North West Local Network: Mamari Road, North West Local Network: Brigham Creek Road, North West Local Network: Spedding Road) that states that: <i>detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.</i>

5.1	Ministry of Education	Neutral	Conditions - construction traffic effects, truck movements around school, safety of students	<p>The Ministry seeks the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...</p> <p>(i) <u>How heavy vehicles will avoid travelling along Trig Road, between SH16 and Hobsonville Road, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u></p> <p>(ii) <u>Details of consultation (including outcomes agreed) with the applicant and Trig Road School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.</u></p> <p>(iii) <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p> <p>(iv) Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
6.1	Oyster Capital Limited	Oppose	extent of designation boundary	<p>Oyster seeks the following relief on NoR W1: a. That the extent of the boundary of NoR W1 be reviewed;b) that the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate boundaries); and c) that Schedule 1 of the proposed conditions of NoR W1 be amended following review of the extent of the designation boundary.</p>
7.1	Northland Waste Limited	Oppose	Intersection design and access	<p>Northland Waste Limited seek: a. That the Requiring Authority provide detail to prove how a functional and appropriate vehicle access to the site will be retained that is designed, located and of an appropriate standard to facilitate industrial activities. b. That Northland Waste Limited is supplied information detailing the design of the future Northside Drive Upgrade, the extent of the future designation boundary and details of how the Northside Drive will tie into the signalled intersection proposed as part of NOR W1. c. That a design of the interim intersection arrangement is provided to Northland Waste Limited which incorporates provision for a functional and appropriately located vehicle access to the site. The vehicle access must be designed to accommodate the industrial use of the site as anticipated through the Whenuapai Structure Plan. d. That the design of the intersection is reconsidered to enable the existing site access to be retained in order to facilitate ongoing safe and efficient access to the site. e. Any other relief required to achieve the outcomes sought in this submission.</p>
7.2	Northland Waste Limited	Oppose	Decline NoR	<p>Northland Waste Limited seeks that Auckland Council recommends to the requiring authority that NoR W1 be declined.</p>
8.1	Christopher Lewis Keall and Heather Janet Keall	Oppose	Effect on property	<p>That the Hobsonville Road boundary of 4 Luckens Road is not disturbed or altered.</p>
9.1	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	Effect on property and land required	<p>a. Full and proper compensation is made for land at 55 Trig Road, Whenuapai to be taken for the designated works. b. that the designation plans specify the dimensions (including width) of land designated for each affected property and show the final (post construction) extent of the designation.</p>
9.2	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	Finished levels of road	<p>c. That the designation plans specify the anticipated levels of the road adjacent to directly affected properties.</p>
9.3	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	Conditions - access	<p>d. Interim (prior to implementation) and ongoing (post implementation) access is guaranteed in relation to 55 Trig Road, Whenuapai. e. Conditions requiring the provision of a Construction Traffic Management Plan be amended to specify that access to affected properties will be guaranteed during construction, and in a manner to the satisfaction of property owners</p>
9.4	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	Lapse period	<p>f. That a maximum lapse period of 10 years applies to the designation.</p>

10.1	Heritage New Zealand Pouhere Taonga		Historic heritage	A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
10.2	Heritage New Zealand Pouhere Taonga		Conditions - HHMP removal of duplication of archaeological processes	HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
10.3	Heritage New Zealand Pouhere Taonga		Conditions - purpose of HHMP	the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters. <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
11.1	Neil Construction Limited		Property effects, designation boundary	seeks that the boundary of the proposed designation is located so that it appropriately addresses the interface between the site at 73 Trig Road and future road layout and design. If sufficient justification for the extent of land within the designation is not provided, then the Submitter seeks that the proposed designation boundaries are revised to reflect the width of the land that is actually necessary (link in submission to relevant plan set for the overall proposed road layout along Trig Road).
11.2	Neil Construction Limited		Construction - overland flow path infrastructure, earthworks and battering	Any detailed design for the new overland flow path infrastructure with the current extent of 73 Trig Road should be designed in consultation with the submitter to minimise any impact to its land, and maintain the utility of the land. Likewise, any earthworks and battering beyond the existing property boundary should be designed in consultation with the submitter.
12.1	Carl and Melanie Laurie	Oppose	Property effects (including lapse period), access, traffic effects, noise and vibration, landscape and visual, stormwater and flooding	a) Withdrawal of the Notice of Requirement; b) In the alternative: amendments to the NoR, including by way of conditions to address the Owner's concerns; and any such other relief or other consequential amendments as considered necessary to address the concerns set out (in submission).
13.1	Marlene and Ronald Patten	Oppose	Property effects (including lapse period), access, traffic effects, noise and vibration, landscape and visual, stormwater and flooding	a) Withdrawal of the Notice of Requirement; b) In the alternative: amendments to the NoR, including by way of conditions to address the Owner's concerns; and any such other relief or other consequential amendments as considered necessary to address the concerns set out (in submission).
14.1	Watercare Services Limited	Neutral	Engagement, other infrastructure providers	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated

				<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</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>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</p>
15.1	Telecommunications Submitters	Oppose	Conditions - Network Utilities Management Plan	
15.2	Telecommunications Submitters	Oppose	Conditions - consultation	<p>Add a new condition to each notice of requirement as follows:</p> <p>XX: 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>
16.1	RWPT Limited	Support with amendments	Access, landscaping, land acquisition, location of temporary works	Further information regarding how site at 96A Trig Road will achieve access to road corridor subsequent to implementation of proposed works; further information how area between proposed upgrades and 96A Trig Road will be treated in terms of landscaping; confirmation that works will not preclude establishment of at least two vehicle crossings from 96A Trig Road onto road; clarification as to the area that will have to be acquired by AT; confirmation that any temporary work areas (laydowns etc.) that are necessary to construct the permanent infrastructure are located outside of the designation boundary.
16.2	RWPT Limited	Support with amendments	Lapse period	Seeks that the lapse period be amended to 5 years.
17.1	Cabra Developments Limited	Support	Access	a) That the designation be amended and conditions imposed on the designation to ensure that: i. Future access to and egress from Trig Road to the Submitter's land at 90 Trig Road is protected.
17.2	Cabra Developments Limited	Support	RA responsibilities	Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.
17.3	Cabra Developments Limited	Support	Compensation	Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses resulting from any inability to implement its consented development plans.
17.4	Cabra Developments Limited	Support	Lapse period	Confirmation of a lapse period of 15 years.
17.5	Cabra Developments Limited	Support	Conditions - construction management plan	<p>That conditions are imposed on the designation to ensure that: i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is: Prepared by the requiring authority in consultation with the Submitter;</p> <ul style="list-style-type: none"> • Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and • Approved by the Council.
17.6	Cabra Developments Limited	Support	extent of designation boundary	The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
18.1	Tri Young Field Partnership	Oppose	Assessment of alternatives, property effects	Alternative route as proposed in submission - Figure 10
19.1	Stride Property Limited	Support	Traffic - transport network, connections, interchanges at Westgate	<p>The following recommendation or decision sought by Stride is: The following recommendation or decision sought by Stride is:</p> <p>(a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;</p> <p>(b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;</p> <p>(c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and</p> <p>(d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or</p> <p>(e) any additional or consequential relief to give effect to the matters raised in this submission.</p>
20.1	NZRP	Support	future proofing and integration with existing infrastructure	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
21.1	Kāinga Ora Homes and Communities	Support in part	Conditions - OPW, consultation, and access	(a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.

21.2 Kāinga Ora Homes and Communities	Support in part	Conditions - Flooding	(b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remedies and/or mitigates the effects of their construction activities.
21.3 Kāinga Ora Homes and Communities	Support in part	Conditions - Operational noise levels, low noise road surface	(c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
21.4 Kāinga Ora Homes and Communities	Support in part	Conditions - Designation Review, other relief/amendments	(f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required. (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

Notice of Requirement - Māmari Road (NoR W2) Auckland Transport			
Summary of Submissions			
Sub #	Submitter Name	Oppose/Support	Relief Sought
1.1	Lydia Lin	Oppose	Having the road extension further east to avoid the wetland or an overpass across the wetland on no. 5 Spedding Road as planned.
2.1	Christine Lin	Oppose	Reconsider an alternative route
3.1	Jeffery Spearman	Neutral	Submitter would like it in writing that property will be restored once construction is complete for the following: 1. Post and rail fencing at entrance, and farm fence on boundary, 2. Concrete pillars and steel gates at entrance, 3. Any electric fence re-instatement to keep stock on property, 4. Repair of any concrete driveway damage, 5. Planting of shelter belt on affected part of property, 6. Re-instatement of cattle race and pens for truck access.
4.1	Spark New Zealand Trading Limited (Spark)	DNS	Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark. XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable. XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.
5.1	New Zealand Defence Force		NZDF is seeking a condition on the designations (North West Local Network: Trig Road, North West Local Network: Mamari Road, North West Local Network: Brigham Creek Road, North West Local Network: Spedding Road) that states that: <i>detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.</i>
6.1	Oyster Capital Limited	Oppose	Oyster seeks the following relief on NoR W2: a. That the extent of the boundary of NoR W2 be reviewed;b) that the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate boundaries); and c) that Schedule 1 of the proposed conditions of NoR W2 be amended following review of the extent of the designation boundary.
7.1	M & S Dawe Family Trusts	Neutral	Unrestricted access to the rear portion of our land. We will require the provision of a new driveway and vehicle crossing.
7.2	M & S Dawe Family Trusts	Neutral	Two things must be considered during detailed design phase. Firstly, the size of the culvert under Mamari Road between Points 12 and 11 needs to be big enough to prevent water backing up during high rainfall. Secondly, the downstream overland flowpath needs to be reinstated, or the culvert extended beyond Point 11 to the open stream. This area is outside the designation boundary.

7.3	M & S Dawe Family Trusts	Neutral	Response to s178(2) written approval from AT in relation to resource consent [support roading development but submission would be different if new roading plan was going to adversely affect our ability to make the best use of our property in the years before the land under the NoR is purchased].
8.1	Allan Michael Boyle and Anne Marie Boyle and BM Trustees Limited	Support with amendments	Condition imposed on designation to ensure that (a) The Site retains the maximum length of continuous frontage to Mamari Road achievable while accommodating necessary infrastructure.
8.2	Allan Michael Boyle and Anne Marie Boyle and BM Trustees Limited	Support with amendments	Condition imposed on designation to ensure that (b) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction.
8.3	Allan Michael Boyle and Anne Marie Boyle and BM Trustees Limited	Support with amendments	Condition imposed on designation to ensure that (c) There will no long-term (i.e., post construction) effects on continued and future pedestrian and vehicle access to and from the Site.
8.4	Allan Michael Boyle and Anne Marie Boyle and BM Trustees Limited	Support with amendments	Condition imposed on designation to ensure that (d) The Dry Ponds and associated stormwater infrastructure on the Site are either wholly or partially relocated, or are designed, positioned, and sized by the Requiring Authority: In a manner that does not compromise access to and from the site both for existing and future potential uses; and <ul style="list-style-type: none"> • To ensure there is sufficient capacity to accept stormwater from the Site, including any future development that may occur on it; and • In consultation with the Submitter; (e) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
9.1	Heritage New Zealand Pouhere Taonga	Oppose	A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
9.2	Heritage New Zealand Pouhere Taonga	Oppose	HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA

9.3	Heritage New Zealand Pouhere Taonga	Oppose	<p>the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.</p> <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
10.1	Woolworths New Zealand Limited	Support with amendments	The extent of the NoR W2 designation on 45 Brigham Creek Road should be reduced.
10.2	Woolworths New Zealand Limited	Support with amendments	Submitter seeks to ensure that access to the site is not constrained in any significant way.
11.1	Watercare Services Limited	Neutral	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
12.1	Telecommunications Submitters	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p> <p><u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p><u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p><u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p> <p><u>Advice Note:</u></p> <p><u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
12.2	Telecommunications Submitters	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p><u>XX: 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.</u></p>

13.1	Stride Property Limited	Support	The following recommendation or decision sought by Stride is: The following recommendation or decision sought by Stride is: (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term; (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre; (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or (e) any additional or consequential relief to give effect to the matters raised in this submission.
14.1	41 - 43 Brigham Creek Road Joint Venture	Support with amendments	(a) A reduced lapse date of 5 years is applied to the NoRs
14.2	41 - 43 Brigham Creek Road Joint Venture	Support with amendments	(b) Requiring that the detailed design of the proposed works incorporates and facilitates the provision of local road connections from the Site to both Brigham Creek Road and Mamari Road; (c) Such other conditions, relief or consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
15.1	NZRPG		these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
16.1	Kāinga Ora Homes and Communities	Support in part	(a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
16.2	Kāinga Ora Homes and Communities	Support in part	(b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
16.3	Kāinga Ora Homes and Communities	Support in part	(c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
16.4	Kāinga Ora Homes and Communities	Support in part	(f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required. (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

Notice of Requirement - Brigham Creek Road (NoR W3) Auckland Council			
Summary of Submissions			
Sub #	Submitter Name	Oppose/Support	Relief Sought
1.1	Rizheng Zeng	Oppose	Extend these roads to accommodate greater traffic flows for motor vehicles
2.1	Loretta Ray Radich	Oppose	Should be moved and line up on other side of Brigham Creek Road where there is no building
3.1	Cheng Chang	Support	Make it happen
4.1	Spark New Zealand Trading Limited (Spark)	DNS	<p>Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect):</p> <p><u>XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.</u></p> <p><u>XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times</u></p> <p><u>XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.</u></p> <p><u>XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.</u></p> <p><u>XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.</u></p>
5.1	New Zealand Defence Force		NZDF is seeking a condition on the designations (North West Local Network: Trig Road, North West Local Network: Mamari Road, North West Local Network: Brigham Creek Road, North West Local Network: Spedding Road) that states that: <i>detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.</i>
6.1	Ministry of Education	Neutral	<p>The Ministry seeks the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...</p> <p>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</p> <p>a. <u>How heavy vehicles must avoid travelling along Brigham Creek Road (between Trig Road and Joseph Mc Donald Drive) during before-school and after-school travel times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the Whenuapai School prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak before-school and after-school travel times.</u></p> <p>b. <u>Details of consultation (including outcomes agreed) with the applicant and Whenuapai School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.</u></p> <p>c. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past the school, and to look out for school children and reversing vehicles at all times.</u></p>
7.1	Oyster Capital Limited	Oppose	Amend the designation boundary to show the operational extent around what will be legal road reserve, and the construction extent (two separate designations); remove the designation from the land once the road is constructed and operational, including if the road is constructed ahead of the anticipated delivery time by a developer.
7.2	Oyster Capital Limited	Oppose	Retain proposed condition 3 Designation Review as it is currently worded.
7.3	Oyster Capital Limited	Oppose	Amend the extent of the proposed designation boundary of the Brigham Creek Road corridor, relating to 23-27 and 31 Brigham Creek Road, Whenuapai, to reflect the extent of land required for what will be constructed.
7.4	Oyster Capital Limited	Oppose	Amend Table as shown on pages 8-10 of the submission.

7.5	Oyster Capital Limited	Oppose	Amend proposed condition 14 as follows (deletions as strikethrough and additions as underline): (a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition). <u>(b) (a)</u> Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project (c) (b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) <u>(c)</u> Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
8.1	Michelle van Rensburg	Oppose	1. No change to the 2 lane Brigham Creek Road Or if decision is made to alter the road: 1. Compensation for property value decrease expected from the road upgrade 2. Extra explanation of what mitigation options will be provided to property owners in Noise Category C houses with stated available mediation processes if agreement on options cannot be reached 3. Use of AC-14 or equivalent low noise road surfacing 4. Option 2 for widening of the road to accomodate 4 lanes is chosen for Segment 1 (widening on the southern side only retaining northern boundary)
9.1	R Radich LT Radich	Oppose	land available on other side of road, with still farm that can be used before it is built on
10.1	Johngarea	Oppose	Request fair and reasonable compensation to deal with re-leasing of my shops
11.1	Heritage New Zealand Pouhere Taonga		A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
11.2	Heritage New Zealand Pouhere Taonga		HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
11.3	Heritage New Zealand Pouhere Taonga		the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters. <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
12.1	Neil Construction Limited		The construction of the new Brigham Creek Road infrastructure should include the appropriate stormwater management infrastructure (i.e. swale) to contain the existing OLFP in the road carriageway [refer to page 3 of submission for proposed amendment]
12.2	Neil Construction Limited		To address these matters, the Submitter requests that the extent of the proposed NOR W3 designation along Brigham Creek Road and Kauri Road be amended to coincide with the 5m building line restriction ('BLR') imposed on 2-10 Kauri Road (refer to Appendix B for the proposed amendment). This amendment will align the proposed NOR W3 designation with the intended location of the upgraded Brigham Creek Road infrastructure. The BLR has been located to ensure allowance for future land acquisition and works if further road widening is required.
12.2	Neil Construction Limited		Any earthworks and battering beyond the existing property boundary should be designed in consultation with the submitter to minimise any impact on its land, and maintain the utility of the land; such other consequential amendments to the provisions of NOR W3 as may be necessary to give effect to the relief sought in the submission.
13.1	Woolworths New Zealand Limited		The extent of NoR W3 designation on 45 Brigham Creek Road should be reduced. In some locations along the site frontage the designation would extend around 20m into the site.
13.2	Woolworths New Zealand Limited		Ensure that access to the site is not constrained in any significant way; such other consequential amendments to the provisions of NOR W3 as may be necessary to effect to the relief sought in this submission.

14.1	Carl and Melanie Laurie	Oppose	A 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of the construction.
14.2	Carl and Melanie Laurie	Oppose	(a) withdrawal of the Notice of Requirement; or (b) in the alternative: i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
15.1	Marlene and Ronald Patten	Oppose	A 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of the construction.
15.2	Marlene and Ronald Patten	Oppose	(a) withdrawal of the Notice of Requirement; or (b) in the alternative: i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
16.1	Watercare Services Limited	Neutral	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
17.1	Telecommunications Submitters	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p> <p><u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p><u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p><u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p> <p><u>Advice Note:</u></p> <p><u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
17.2	Telecommunications Submitters	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p><u>XX: 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.</u></p>
18.1	RWPT Limited	Oppose/ Support	to have the lapse period amended to 5 years.
19.1	Stride Property Limited	Support	<p>The following recommendation or decision sought by Stride is: The following recommendation or decision sought by Stride is:</p> <p>(a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;</p> <p>(b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;</p> <p>(c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and</p> <p>(d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16;</p> <p>or</p> <p>(e) any additional or consequential relief to give effect to the matters raised in this submission.</p>
20.1	41 - 43 Brigham Creek Road Joint Venture	Support	(a) A reduced lapse date of 5 years is applied to the NoRs
20.2	41 - 43 Brigham Creek Road Joint Venture	Support	(b) Requiring that the detailed design of the proposed works incorporates and facilitates the provision of local road connections from the Site to both Brigham Creek Road and Mamari Road; (c) Such other conditions, relief or consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
21.1	NZRPG	Support	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

22.1	Kāinga Ora Homes and Communities	Support in part	(a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
22.2	Kāinga Ora Homes and Communities	Support in part	(b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
22.3	Kāinga Ora Homes and Communities	Support in part	(c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
22.4	Kāinga Ora Homes and Communities	Support in part	(f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required. (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

Notice of Requirement - Spedding Road(W4) (Auckland Transport)			
Summary of Submissions			
Sub #	Submitter Name	Oppose/Support	Relief Sought
1.1	New Zealand Defence Force		NZDF is seeking a condition on the designations (North West Local Network: Trig Road, North West Local Network: Mamari Road, North West Local Network: Brigham Creek Road, North West Local Network: Spedding Road) that states that: <i>detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.</i>
2.1	Ministry of Education	Neutral	<p>1. The Ministry seeks the following relief for the proposed CTMP condition, additions are underlined: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.(a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...</p> <p>(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</p> <p><u>a. How heavy vehicles must avoid travelling along Hobsonville Road (between Brigham Creek Road and West Point Drive) during before-school and after-school times (between 8.15am - 9.00am and 3.00 – 3.30pm), during term time. Engagement should be undertaken with Hobsonville School prior to construction to confirm the restricted times still reflect the school's peak before school and after school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged with. Heavy vehicles movements must also avoid these new schools, during their before-school and after-school travel times.</u></p> <p><u>b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p>
3.1	Oyster Capital Limited	oppose	Amend the designation boundary to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Remove the designation from the land once the road is constructed and operational, including if the road is constructed ahead of the anticipated delivery timeframe by Oyster.
3.2	Oyster Capital Limited	oppose	Retain Proposed Concition 3 Designation Review as it is currently worded.
3.3	Oyster Capital Limited	oppose	Remove Wetland 2 and Wetland 3 (identified in Figure 1), as these are not required to manage stormwater run-off, given the alternative viable in-road bio retention device solution proposed by Oyster (see Figure 2)
4.1	M & S Dawe Family Trusts	Neutral	One of our sewage drainage fields will have to be replaced before machinery can access the eastern part of the NoR area.
5.1	Austino New Zealand Limited	oppose	Opposes designation in its entirety. Alternatively, the submitter seeks an amended design that reduces the extent of the land taken by the designation and provides access to 100 Hobsonville Rd west of Rawiri Stream [refer to Figure 2, page 4 of the submission].
6.1	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	a. Full and proper compensation is made for land at 55 Trig Road, Whenuapai to be taken for the designated works.
6.2	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	<p>b. that the designation plans specify the dimensions (including width) of land designated for each affected proprty and show the final (post construction) extent of the designation. Modification of the extent of the designation to include the full area of the access strips at 51 Trig Road (Section 31 Survey Office Plan 447691) and 53 Trig Road (Section 56 Survey Office Plan 447691) (refer Attachment B) where they are adjacent to the subject property at 55 Trig Road, to allow for future integration with adjoining land.</p> <p>c. That the designation plans specify the dimensions (including width) of land designated for each affected property and show the final (post construction) extent of the designation.</p> <p>d. That the designation plans specify the anticipated finished levels of the road on and adjacent to directly affected properties.</p> <p>e. Conditions requiring the provision of a Construction Traffic Management</p>
6.3	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	Conditions requiring the provision of a Construction Traffic Management Plan be amended to specify that access to affected properties will be guaranteed during construction, and in a manner to the satisfaction of property owners.
6.4	Kuo Yu Ping Hsu & Wu Mei Pen Ku	Support	That a maximum lapse period of 10 years applies to the designation.

7.1	Heritage New Zealand Pouhere Taonga		A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
7.2	Heritage New Zealand Pouhere Taonga		HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
7.3	Heritage New Zealand Pouhere Taonga		<p>the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.</p> <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
8.1	Carl and Melanie Laurie	Oppose	(a) withdrawal of the Notice of Requirement; or (b) in the alternative: i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9.1	Marlene and Ronald Patten	Oppose	(a) withdrawal of the Notice of Requirement; or (b) in the alternative: i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
10.1	Watercare Services Limited	Neutral	(a) Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated; (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

11.1	Telecommunications Submitters	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p> <p><u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p><u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p><u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p> <p><u>Advice Note:</u></p> <p><u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
11.2	Telecommunications Submitters	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p><u>XX: 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.</u></p>
12.1	RWPT Limited	Oppose/ Support	to have the lapse period amended to 5 years.
13.1	Cabra Developments Limited	Support	a) That the designation be amended and conditions imposed on the designation to ensure that: i. Future access to and egress from Spedding Road to the Submitter's land at 90 Trig Road is protected.
13.2	Cabra Developments Limited	Support	Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.
13.3	Cabra Developments Limited	Support	Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses resulting from any inability to implement its consented development plans.
13.4	Cabra Developments Limited	Support	Confirmation of a lapse period of 15 years.
13.5	Cabra Developments Limited	Support	<p>That conditions are imposed on the designation to ensure that: i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is: Prepared by the requiring authority in consultation with the Submitter;</p> <ul style="list-style-type: none"> • Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and • Approved by the Council.
13.6	Cabra Developments Limited	Support	The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
14.1	Tri Young Field Partnership	Oppose	Alternative route as proposed in submission - Figure 10

15.1	Stride Property Limited	Support	<p>The following recommendation or decision sought by Stride is:</p> <p>(a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;</p> <p>(b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;</p> <p>(c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and</p> <p>(d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or</p> <p>(e) any additional or consequential relief to give effect to the matters raised in this submission.</p>
16.1	NZRPG	Support	<p>these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.</p>
17.1	Kāinga Ora Homes and Commur	Support in part	<p>(a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.</p>
17.2	Kāinga Ora Homes and Commur	Support in part	<p>(b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.</p>
17.3	Kāinga Ora Homes and Commur	Support in part	<p>(c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.</p>
17.4	Kāinga Ora Homes and Commur	Support in part	<p>(f) That the Designation Review condition should be amended to:</p> <p>(i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and</p> <p>(ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.</p> <p>(g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.</p>

Notice of Requirement - Alteration to designation 1437 Hobsonville Road (NoR W5) Auckland Transport					
Summary of Submissions					
Sub #	Submitter Name	Agent Name	Address for Service	Oppose/Support	Relief Sought
1.1	Willem van der Steen		wvds@outlook.com	Oppose	The alternative, parallel to SH18 on unoccupied land would be better and should be pursued. Better mitigation of noise, vibration and pollution is required.
2.1	Cynthia Cruz		willemdvsteen+cyniacruz@	Oppose	Mitigation of the noise and pollution, financial compensation is required. Make the road for residents only and exclude heavy vehicles.
3.1	ACCR Holdings	Attn: Veronica Donaldson	veronica.donaldson@gmail	Oppose	Please go with another option so my business premises and lease agreements aren't affected. The current tenant only rented my property because of the parking and we can't sustain our mortgage without a tenant. A decent amount of off street parking is vital for us as an older premises competing with many new commercial units/rentals straight across the road. This acquisition goes through our covered parking. If you do proceed, conditions sought would be double glazing to minimise street noise, currently achieved with our hedging. Extra designated street parking within easy walking distance. A new carport to achieve the undercover parking we currently have. Site beautification and planting. Privacy fencing.
4.1	Rizheng Zeng		mizeng23@gmail.com	Oppose	Extend these roads to accommodate greater traffic flows for motor vehicles
5.1	Lydia Lin		dlydialin@hotmail.com	Oppose	Alternative route instead of widening the road which will destroy many homes and businesses.
6.1	Aaron Schiff		aschiff26@gmail.com	Support	That the upgrade of this intersection be prioritised and completed as soon as possible.
7.1	Nigel Brock		nbrock@outlook.com	Support	The proposal is certainly a step forward but am hoping that you do not intend to put another set of traffic lights on the intersection as the distance between the preceding lights coming from Hobsonville Point are already a complete bottleneck at the busy times of the day and one more set would certainly make it worse. It looks like from the plan that the liquor store, fruitworld and the cafe will go so surely a roundabout would be a much more sensible idea!
8.1	Adam Schofield		adam.schofield.053@gmail	Support	TO start this project as soon as possible, especially the intersection with Brigham Creek Road which has already caused too many deaths and serious injuries.
9.1	Carolyn Jane Day and Aaron James Day		dayfamily@outlook.co.nz	Oppose	1) To decline the NoR outright, given that there is no funding for this project and there is no clear timeline for the works to be undertaken. 2) To request for the applicant to consider more favourable options that are of less disruption to the existing local community/property owners.
10.1	Rohan Keshavan Kuttuva		k7rohan@gmail.com	Oppose	There is going to be development along Trig road meaning new roads can be as wide as one may want. The extension of Spedding road and Northside drive connection to Trig road can be as wide as one may want with ample cycle lanes, and whatever the future may demand
11.1	Preyanka Malli Ganeshbabu		pgaspirant19@gmail.com	Oppose	There is going to be development along Trig road meaning new roads can be as wide as one may want. The extension of Spedding road and Northside drive connection to Trig road can be as wide as one may want with ample cycle lanes, and whatever the future may demand
12.1	National Mini Storage Limited	Caroline Plowman CEO c/- Michael caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz		Supports in Part	That there is no encroachment of the existing property boundaries by physical infrastructure, and all physical infrastructure including but not limited to - bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor;
12.2	National Mini Storage Limited	Caroline Plowman CEO c/- Michael caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz		Supports in Part	That any earthworks and battering extents beyond the existing property boundary will be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land; • That all earthworks will be managed to minimise any impact to adjoining private properties, including from airborne or deposited dust. In the event adjoining properties are affected, the cost of rectifying and restoring the asset to its original condition (such as building washing) will be met by the requiring authority;
12.3	National Mini Storage Limited	Caroline Plowman CEO c/- Michael caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz		Supports in Part	That any costs to resolve any consenting matters (such as varying consent conditions) as a result of the designation would be met by the requiring authority;
12.4	National Mini Storage Limited	Caroline Plowman CEO c/- Michael caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz		Supports in Part	That site access is maintained including during construction, unless otherwise agreed with the property owner; • Such other consequential amendments to the provisions of the NOR W5 as may be necessary to give effect to the relief sought in this submission.
13.1	Hobsonville Villas	Joe and Terri Baxendale	jandthmm@gmail.com	Oppose	PLEASE NOTE SEWERAGE ISSUE AND COLLAPSING COUNCIL POND IS A PROBLEM ALREADY and you plan to add another pond! See notes at the bottom. Leave the shops alone. For safety and noise reduction and pollution, put in a retaining sound reducing fence for Hobsonville Villas. That you do not effect the block of 4 garages within Hobsonville Villas (next to Hobsonville Road) as it needed and also a business operates from them. That you improve the pond within Hobsonville Villas as the banks are collapsing and floods with each rainfall blocking the culvert and raising the water levels to endanger the residents homes. The sewerage in the area is improved. Hobsonville Villas Unit 4 gets covered in sewerage with each rainfall for the past 15 years and also fills the pond. Complaints are always laid with Watercare who only ever unblock it from Starlight Cove and spray Hobsonville Villas with sanitizing chemicals each time. Our pond (council Pond also fills with sewerage and smells for months after a heavy rain and you plan to put in another pond on Brigham Creek. Watercare will have files going years back on this toxic problem. We want to bring to your attention current council and watercare infrastructure is already inadequate with out this happening.
14.1	Jeffery Spearman		jeff@spearman.co.nz	Neutral	Council provides confirmation in writing that the above condition is met [property is re-instated] in returning the property to its current state post construction.
15.1	Miss Judith Anne Fearon (Anne)		jannefearon@gmail.co.nz	Oppose	DECLINE the proposed plan of WIDENING Hobsonville Rd / Brighams Creek Road .
16.1	Spark New Zealand Trading Limited	Attn: Chris Horne	chris@incite.co.nz	DNS	Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities, at all times XX: The contractor/s undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark. XX: Spark shall be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International Cable. XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.
17.1	Tsz Yeung YAU		Py18@msn.com	Oppose	I stand against this project as it is going to affect my property in a negative way.
18.1	Waitakere Licensing Trust	Peter Walkinshaw c/- Agent Michael Campbell, Campbell Brown Planning	michael@campbellbrown	Oppose	• That the designation boundaries are amended so that there is no encroachment of the Submitters property boundaries including by physical infrastructure, and all physical infrastructure including but not limited to - bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor; • If unavoidable, that any earthworks and battering extents beyond the existing property boundary are to be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land; • That the designation boundaries are amended to align with the above;
18.2	Waitakere Licensing Trust	Peter Walkinshaw c/- Agent Michael Campbell, Campbell Brown Planning	michael@campbellbrown	Oppose	• That a condition is included to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties.
18.3	Waitakere Licensing Trust	Peter Walkinshaw c/- Agent Michael Campbell, Campbell Brown Planning	michael@campbellbrown	Oppose	• In unavoidable, a clear timeframe is set out for the designation works to enable the submitter to utilise the land effectively and efficiently. • 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.
19.1	BW Holdings Limited (the Compa)	Attn: Vern Warren	warren@planningnetwork	Oppose	1. Delete the proposed designation from the property at 193 Hobsonville Road 2. Or as an alternative to 1. above, Auckland Transport provide a written undertaking that the designated portion of 193 Hobsonville Road is not required to be taken and is only designated to facilitate restoration and/or continuation of the pedestrian and vehicular access to the site.
19.2	BW Holdings Limited (the Compa)	Attn: Vern Warren	warren@planningnetwork	Oppose	3. Confirm the designation configuration that provides for the road reservation to be widened on the western side of Hobsonville Road.
19.3	BW Holdings Limited (the Compa)	Attn: Vern Warren	warren@planningnetwork	Oppose	4. Reduce the proposed lapse time of the designation to 10 years.
19.4	BW Holdings Limited (the Compa)	Attn: Vern Warren	warren@planningnetwork	Oppose	5. Condition 7 – Management Plans. At the end of condition 7 (a) (iii) add the words "to enable the adequacy of the proposed management of effects to be assessed"

19.5	BW Holdings Limited (the Compa	Attn: Vern Warren	vwarren@planningnetwork	Oppose	Condition 9 Urban Landscape Design Management Plan – In condition 9 (d)(ii) add the word "vehicular" so that the sub-part reads (ii) Provides appropriate walking, cycling and vehicular connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections
19.6	BW Holdings Limited (the Compa	Attn: Vern Warren	vwarren@planningnetwork	Oppose	7. Condition 15 – Construction Traffic management Plan. In Condition 15 : a) In Condition 15(b)(ii) add the words "and care centres" so that the sub-part reads: ii) 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 and care centres or to manage traffic congestion b) In condition 15(b)(vi) delete the words "where practicable".
19.7	BW Holdings Limited (the Compa	Attn: Vern Warren	vwarren@planningnetwork	Oppose	8. Condition 16 – Construction Noise Standards. In condition 16 (a) delete the words "as far as practicable" 9. Condition 18 – Construction Noise and Vibration Plan. a) In condition 18(c) after the words "set out in Conditions 16 and 17" delete the words "to the extent practicable". b) In condition 18(c) (x) after the words "specific management controls", add the words "and/or mitigation techniques" 10. Condition 22 Low Noise Road Surface. a) Amend condition 22 (c) (i) so that it reads: (i) The volume of traffic is forecast to exceed 10,000 vehicles per day by the design year (2048); or b) Amend condition 22 (c) by adding the following sub-part (v) The adjoining land use includes noise sensitive uses such as schools, hospitals and care centres 11. Such other or amended relief that will give effect to the submitter's concerns set out in this submission.
20.1	Ministry of Education	Gemma Hayes	gemma.hayes@education	Neutral	1. The Ministry supports proposed condition 4: The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable: a) 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 b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
20.2	Ministry of Education	Gemma Hayes	gemma.hayes@education	Neutral	2. The Ministry seeks the following addition (underlined) for condition 12: (a) A SCEMP shall be prepared prior to the start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, 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 Mana Whenua, to be developed in consultation with Mana Whenua; (iv) <u>methods for engaging with Hobsonville School. The School must be contacted ten working days prior to the start of any construction within 100m of the school boundary.</u> (v) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged <u>and communicated with</u> ; (vi) identification of the properties whose owners will be engaged with; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (v) and (v) above; and surrounding businesses and residential communities; (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
20.3	Ministry of Education	Gemma Hayes	gemma.hayes@education	Neutral	3. The Ministry seeks the following relief for the proposed CTMP condition, addition are underlined: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include... (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 <u>a. How heavy (sic) vehicles will avoid travelling past the schools listed in the table below during before-school and after-school travel times, during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicle movements must also avoid these schools at their peak before-school and after-school travel times [refer to submission for table with schools and restricted times].</u> <u>b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u> <u>c. Details of consultation (including outcomes agreed) with the applicant and Hobsonville School and Hobsonville Point Secondary School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.</u> (iv) Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.
20.4	Ministry of Education	Gemma Hayes	gemma.hayes@education	Neutral	4. A designation condition is included that the construction area outside Hobsonville School must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments
21.1	393 Ltd and Upper Harbour Medic	Dr Nicola Maris Dr Stuart Farmer Dr Jennifer Lea	nicolamaris@gmail.com	Oppose	We would like consideration of a review of the extent of road widening - back to the original 11.5 metres that had been proposed in our resource consent - we note adjacent properties have dwelling/ hall within the proposed designated zone and this would help minimise the impact on our property those adjacent. If the road widening is to go ahead as currently proposed we would require 1) Cost for redesign and consenting of our parking area. This would include a review of the required numbers of carparks and the amount of permeable surface. 2) Cost for new entrance , resealing , replanting and signage 3) Provision of off site parking for staff 4) Costs/provision for sound mitigation for the increased noise that is likely to come as a result of the new road being considerably closer to our building 5) We request a right turning bay & signal into the Medical Centre from the west in order for safe entry and exit and replacement signals for exit. 6) We require ongoing access for staff and patients to the site between 8-6pm Monday to Friday whilst construction occurs. Ideally construction would be avoided outside the premises in these times due to the impact on the environment of noise.
22.1	W L McMurray and A L McMurray		billandange@gmail.com	Oppose	expand the existing motorway as there is plenty of land each side of the motorway, increase on & off ramps to accommodate the increase of vehicles that the council believe Hobsonville & West Harbour will experience in coming years. Align Luckens & Trigg Roads to one intersection not two. There is very limited parking already along the majority of Hobsonville Road, so a cycle lane & increase in lanes will not improve this situation
23.1	Oyster Capital Limited	c/- Barker & Associates Attn: Nick Roberts	nickr@barker.co.nz	Oppose	Oyster seeks the following relief on NoR W5: a. That the extent of the designation boundary of NoR W5 be reviewed; b. That the NoR W5 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 c. That Schedule 1 of the proposed conditions of NoR W5 be amended following review of the extent of the designation boundary.
24.1	Moors Holdings Limited	C/- Turner Hopkins Attn: P Shannon	phil@turnerhopkins.co.nz		Recommend to SGA that it withdraw the NoR W5 in its entirety. In the alternative, we seek that Auckland Council recommend to Supporting Growth that it modify NoR W5, specifically to address and/or impose conditions on the NoR W5 on the matters of concern identified above, such conditions to include: a. substitutes the batter slope for a retaining wall prior to the detailed design phase; b. establish an egress onto Hobsonville Road and the existing access from Wiseley Road to remain prior to the detailed design phase. c. provide adequate and sufficient off street parking for a minimum of 3 commercial tenants and customers to enable and ensure the future viability of the Property for commercial leasing purposes. 16. Adopting the above two modifications would mitigate some of the adverse effects of the proposal and would allow for a reconfiguration of the parking spaces. While it is unclear how many car park spaces could be reconfigured, with careful detailed collaborative planning, but there must be enough car spaces provided to keep all three businesses viable.
25.1	Monsur Rahman	Attn: John Dare	john@dare.co.nz	Oppose	Removal of the designation of 267 Hobsonville Road.
26.1	Hobson Lifestyle	Mary Therese Oconnor	o_connormary@hotmail	support	A pedestrian crossing, about opposite Fruit World, is urgently needed and when the road is widened it will be even more necessary to safely cross the road.
27.1	General Distributors Limited	C/- Jacob Burton Russell McVeagh	jacob.burton@russellmccveagh.com		GDL seeks that the Council recommends: (a) Withdrawal of the Notice of Requirement; or (b) In the alternative: (i) amendments to the Notice of Requirement, including by way of conditions to address GDL's concerns; and (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

28.1	Halmer Searle		him4him@live.com	support	To give assurance that all will be reinstated to a satisfactory level as we see it.
29.1	Isabelle Kuan		isabelle.hs.kuan@gmail.com	Oppose	Parallel road to Hobsonville Road in the industrial area for larger trucks (this is a constant hazard) - Build a cyclist lane in the residential area off Hobsonville road - why put cyclists on a busy road where there are more hazards and congestion? - Has there even been a study to justify the need of this? If there is a demand why don't the council just invest in other transport methods (e.g. underground subways) this will remove congestion off the road... NZ is decades behind other countries it's embarrassing
30.1	Yew Chong Kuan		yc.kuan@nicepack.co.nz	Oppose	I recommend buses and heavy traffic move to motorways and more on and off ramps are needed down hobsonville end. Or even develop a train system that reaches to the west, May it even be an underground train system. New Zealand is so behind in infrastructures compared to other countries as we don't develop these plans for roads before development.
31.1	Maurice and Beverley Brett	Attn: Kathryn Torkington	designed@personalitylab.com	Oppose	Compassionate full and early buy-out of property
32.1	Jiang Wu	Attn: J WU	xiaoyu4499@gmail.com	Oppose	Single side bike lane is way enough, as in this area, riding bike is more to be a leisure sports other than a way of comute [sic]
33.1	Viscount Investment Corporation Limited	Attn: Chad Cathcart	c.cathcart@crownapc.com		Should the NOR be approved, the submitter seeks the following conditions be imposed or the NOR be amended: (a) The removal the provision of the additional splay within 122 Hobsonville Road at the intersection of Hobsonville Road and Sinton Road. (b) Preventing a central raised median within Hobsonville Road so that right hand turns from this road into main street within 122 Hobsonville Road (via a right turn bay) are maintained. (c) That the NOR be required to adopt an urban form and design approach to its frontage with the Local Centre Zone, which prioritises the place making role of the local centre higher than the through movement function of the road network. (d) Any other consequential changes necessary to satisfy the issues raised by the submitter.
34.1	Ngoc Thi Nguyen		rubynnguyen16@gmail.com	Neutral	A public hearing for this plan, more guidance to get more personal answers to each individual property as each of them are different.
35.1	Ivana Kuan		ivana.kuan00@gmail.com	Oppose	What percentage of the area are you trying to reach. It would be better to Moving buses and heavy traffic move to motorways and more on and off ramps are needed down hobsonville end connecting hobsonville road to the motorway. Make it like the north shore where the buses have their own lane and system, don't merge with with current road Or develop a train system that reaches to the west, May it even be an underground train system. New Zealand is so behind in infrastructures compared to other countries as we don't develop these plans for roads before development
36.1	Lesley Grace Mayer		lesley.mayer@nzdf.mil.nz	support	Confirmation of the designation as notified affecting my property.
37.1	CDL Land New Zealand Limited	Attn: Kay Panther Knight	kay@formplanning.co.nz		a) That the designation be amended and conditions imposed on the designation to ensure that: i. Future access to and egress from Hobsonville Road to the CDL land at 4-6 Hobsonville Road is protected. ii. Future access to and egress from Hobsonville Road to the CDL land at 30 Hobsonville Road is protected, including the potential for egress via a right-hand turn onto Hobsonville Road. iii. Future access from Hobsonville Road into the CDL land at 22A Trig Road is protected, including the possibility of access via a collector road from Trig Road and a new intersection north of Ryans Road.
37.2	CDL Land New Zealand Limited	Attn: Kay Panther Knight	kay@formplanning.co.nz		That conditions are imposed on the designation to ensure that: i. Prior to the commencement of construction in the vicinity of the CDL land, a site-specific construction management plan applying to the area in the immediate vicinity of the CDL land 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.
37.3	CDL Land New Zealand Limited	Attn: Kay Panther Knight	kay@formplanning.co.nz		ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the CDL land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it. c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
38.1	The Saint Johns College Trust Bo	Attn: Clare Covington	c.covington@harrison.org.nz	Neutral	seeks confirmation that the designation does not extend into the site and that the proposed maps on the council Geomaps systems show an error (Figure 2), so that no land from the property at 124 Hobsonville Road is taken for the designation. Additionally, the submitter seeks confirmation that the existing access and parking in front of the retail buildings off Hobsonville Road will be maintained as shown on the general arrangement plan (as shown in Figures 2 and 3).
38.2	The Saint Johns College Trust Bo	Attn: Clare Covington	c.covington@harrison.org.nz	Neutral	Additionally, the submitter seeks that not less than 6 months or more consultation is undertaken with the owner for the Construction Traffic Management Plan (CTMP) and that works are practically complete before the annual peak seasonal shopping period. Further engagement is sought concerning cycleway traffic and pedestrian flow connecting with 124 Hobsonville Road.
39.1	Michele Moana Going and Stephen Andrsen		michele.going@xtra.co.nz	Oppose	Condition to not allow for a bus stop outside 299 and 301 Hobsonville Road - Widen the road using the other side of the street where fewer buildings are affected.
40.1	GR & CC McCullough Trustee Lin	C/- The Planning Collective Limited Attn: Burnette O'Connor	burnette@thepec.co.nz		MTL seek that Auckland Council recommend NOR W5 be refused; a) in relation to the significant adverse effects on established activities on the site at 403 and 403A Hobsonville Road, including whether the proposed NOR avoids, remedies or mitigates those adverse effects associated with the construction and operation of the transport infrastructure on the environment and on community health and safety (Policy B3.3.2(7)); and b) unless it can be demonstrated the indicated design is the best design to achieve integration with adjacent land uses, taking into account their current and planned use, intensity, scale, character and amenity (Policy B3.3.2(4)(a)); and c) unless it can be demonstrated that the indicated design is the best design to achieve a well-functioning urban environment that includes achieving a quality compact urban • greater social and cultural vitality (B2.2.1 (1) (e)); • reduced environmental effects (B2.2.1 (1) (g)). 26. MTL further seek any other relief required to achieve the outcomes sought in this submission,form which includes: • a higher quality urban environment (B2.2.1 (1) (a)); • enabling better use of existing infrastructure and efficient provision of new infrastructure(B2.2.1 (1) (c)); ;
41.1	Austino New Zealand Limited	c/- Harrison Grierson Consultants Limited Attn: Clare Covington	c.covington@harrison.org.nz	Neutral	The submission requests the removal of the designation from 84 Hobsonville Road where it has frontage to Westpoint Drive to align with the road works now completed (by Austino) and with the General Arrangement Plan included in the NOR application. This will ensure this unfair and unreasonable hindrance to future development is removed from the land.
42.1	Corinthian Properties Ltd	Attn: Zane Gifford	zane@keaprop.co.nz		1. That the NoR is amended to avoid the removal of any parking spaces on the site
42.2	Corinthian Properties Ltd	Attn: Zane Gifford	zane@keaprop.co.nz		2. That, prior to any land take, Auckland Transport shall at their cost: o Design, provide, and install adequate development signage to replace the pylon sign o Obtain resource consent, if necessary, for: • the replacement signage • removal of landscaping, and • any yard setback infringements associated with the new front boundary location; and • any other matters relating to the modification of the approved commercial development associated with the land take. In addition to the specific relief above, Corinthian seeks such other alternative or consequential relief to give effect to the matters raised in its submission.
43.1	Pushpa Kumar Kurra		kympushpakster@gmail.com	Oppose	If the intention is to extend and have cycle and walkways along Hobsonville road to connect to trig road then the Westpoint drive parallel road Hobsonville Road can be used by very minimal changes. Also, if there is a necessity to connect Brigham Creek road to Trig road even this can be achieved by connecting the Westpoint drivr to Brigham Creek road on the North East and Westpoint drive to Trig road on South West. This way you don't have to touch the residential properties along Hobsonville Road and there is lot of bare land that can be used to connect these three roads Could you consider this recommendation and let us know whether this assessment was made before making this NoR.
44.1	Katherine Mary Duncan		miduncan@xtra.co.nz	Oppose	1. Review and redraw the red line demarkation on the domestic properties of the East side of Hobsonville Road, to only include what may be needed and to not encroach on some properties more than others because they have more unbuilt on space. 2. Review the lack of parking being made available in the plan and redraw the plan to ensure parking is available along Hobsonville Road. 3. Review and redraw the red line demarkation on the West side of Hobsonville Road so that most of the required land for road widening is identified on the west side of the road while there is still some land available that is not built on. 4. Review Brigham Creek Rd red line demarkation and reserve enough land for widening the road immediately on the north side of the road while it is still open land. 5. Review implementing a large round-a-bout at the intersection of Hobsonville Road and Brigham Creek Road.
45.1	Heritage New Zealand Pouhere	Attn: Alice Morris	amorris@heritage.org.nz		A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NOR process; and not to defer such matters to the Outline Plan process

45.2	Heritage New Zealand Pouhere	Attn: Alice Morris	amorris@heritage.org.nz		HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
45.3	Heritage New Zealand Pouhere	Attn: Alice Morris	amorris@heritage.org.nz		the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters. <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
46.1	Barbara Louisa Buckler		m_buckler@xtra.co.nz	Neutral	To please consider the many submissions that I expect will be received and to look for the best outcome that will ensure people are as least affected as possible. The purpose of my making a submission is also to be kept in the loop about the designation and any changes to the plans and the proposals.
47.1	Radich		loretzpalms@gmail.com	Oppose	Use the vacant land on other side of the road before they develop it as nothing there yet
48.1	Monique and Colin Bowring		moniquemicheline@yahoo	Oppose	If this goes ahead we deserve a rates reduction to reflect the limitations placed on us and our uncertain future.
49.1	Ernie Jong Eon Park		erniepark777@gmail.com	Oppose	Remove expansion of Hobsonville road, consider off ramps at squadron drive region and on/off ramps on trig road
50.1	Teresa Pattinson		pattinson@maxnet.co.nz	Oppose	have guaranteed access to our property and house and an area to park our vehicles on our property on a 24 hour basis. Have the guaranteed ability to use fully functional essential services now currently in use on a 24 hour basis, specifically power, water, landline phone and internet. Minimisation of noise and dust problems, adherence to guidelines to minimise noise and dust. Appropriate intervention as necessary to resolve any concerns.
51.1	CDC Data Centres NZ Limited	c/- Barker & Associates Attn: Karl Cook	kark@barker.co.nz	Oppose	a. That the designation for the Hobsonville Road Upgrades be removed from the site at 92 and 92D Hobsonville Road; or
51.2	CDC Data Centres NZ Limited	c/- Barker & Associates Attn: Karl Cook	kark@barker.co.nz	Oppose	b. Prioritising the installation of the stormwater pipe along the northern boundary and either installing it as part of the CDC Data Centre development or providing future proofing to avoid disruption of the future data centre operation; and c. That information is provided to confirmation that flood risks to the proposed development from the wetland and associated stormwater infrastructure will be avoided and/or mitigated.
52.1	Tae Kim		room4kim@gmail.com	oppose	we would like to see exact dates on the constructions and exact answers. We have asked questions but all the answers have been airy fairy. We need to know how much land will be taken and/or borrowed.
53.1	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz	Neutral	(a) Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated; (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
54.1	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz	Oppose	Add new condition: Network Utility Management Plan (NUMP) <u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u> <u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u> <u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u> <u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u> <u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u> <u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s), where practicable.</u> <u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u> <u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u> <u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u> <u>Advice Note:</u> <u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u>
54.2	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz	Oppose	Add a new condition to each notice of requirement as follows: <u>XX 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.</u>
55.1	Stride Property Limited	Attn: Bianca Tree / Amy Dresser c/- MinterEllisonRuddWatts	bianca.tree@minterellison.co.nz; amy.dresser@minterellison.co.nz	Support	The following recommendation or decision sought by Stride is: (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term; (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre; (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or (e) any additional or consequential relief to give effect to the matters raised in this submission.
56.1	The National Trading Company	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz	Support	Support based on the following relief: a) amend the designation to avoid taking any land from 17 – 19 Fred Taylor Drive; b) apply conditions so that the designation doesn't apply to any part of 17 – 19 Fred Taylor Drive which includes buildings [refer to submission for full wording of relief sought].
56.2	The National Trading Company	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz	Support	Support based on the following relief: c) apply conditions which impose i) no long term effects on the existing vehicle access; ii) minimise adverse effects of construction on the access to the site; iii) ensure there is sufficient road capacity on the weekends; iv) produce a CTMP applying to the road network around the site [refer to submission for full wording of relief sought].
56.3	The National Trading Company	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz	Support	(iv) The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation avoids the Site, or includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it. (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission. If the above relief is not accepted, the Submitter seeks that the NoR be declined.

57.1	NZRPG	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz	Support	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
58.1	Kings Height Group	Kestor Ko	kester@rockhopper.co.nz		We would like to reduce the NoR land on the western edge of the site (triangular shape) (82 Hobsonville Road).
59.1	Linda Cheng		zchenglan@gmail.com	Oppose	Inferred as being property effect - no relief stated in submission.
60.1	Kāinga Ora Homes and Communi	Attn: Jennifer Chivers	developmentplanning@ka	Support in part	(a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
60.2	Kāinga Ora Homes and Communi	Attn: Jennifer Chivers	developmentplanning@ka	Support in part	(b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
60.3	Kāinga Ora Homes and Communi	Attn: Jennifer Chivers	developmentplanning@ka	Support in part	(c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
60.4	Kāinga Ora Homes and Communi	Attn: Jennifer Chivers	developmentplanning@ka	Support in part	(f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required. (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.
61.1	Courtney-Lee and Ravnish Singh		courtneyleecroad@gmail.com	Neutral	Concerned about timelines not being clear for consent to build then when our house will be purchased
62.1	Mark David Roseingrave		markroseingrave@gmail.com	Support	to have 24/7 assets [access] to the property
63.1	Padmaja Maruwada		padmaja.maruwada@gmail.com		Double glazing of windows and front door towards road will reduce noise leve, increasing height of fence for privacy, and reduce noise. Better access from road turning right should be considered during and after the completion of the project.
64.1	Jannitte Helen MacLean		janjan149b@outlook.co.nz		How will this affect the local environment.
65.1	Ross Thomas		ross5thomas@gmail.com	Oppose	An agreement to either complete consented development if the timeline is long or agreement to purchase at a price that will put us in the same position.

Notice of Requirement - NoR R1: Coatesville – Riverhead Highway (Auckland Transport)

Summary of Submissions

Sub #	Subpoint	Submitter Name	Oppose/Support	Relief Sought
1	1	Graham and LouiseHilton Family Trust	Oppose	Reject the NoR
1	2	Graham and LouiseHilton Family Trust	Oppose	Amend the NoR to not provide increased bus services.
1	3	Graham and LouiseHilton Family Trust	Oppose	Reject the NoR until the SH16 upgrades have occurred.
2	1	Tosh Baird	Oppose	Reject the NoR but provide the SH16 upgrades.
2	2	Tosh Baird	Oppose	Reject the NoR as will not improve traffic issues.
3	1	Wendy Frame	Oppose	Amend the design at the intersection of Coatesville-Riverhead Highway / Old railway Road to only allow left turns.
3	2	Wendy Frame	Oppose	Amend the design to increase the number of lanes in a southern direction.
4	1	Melissa Cubitt	Oppose	Oppose the roundabout at Coatesville-Riverhead Highway / Old railway Road.
4	1	Melissa Cubitt	Oppose	Reject the NoR until the SH16 upgrades have occurred.
5	1	Jie Gao	Oppose	Amend the NoR to not take land at 1135 Coatesville-Riverhead Highway, 1137 Coatesville-Riverhead Highway, 1139 Coatesville-Riverhead Highway, and 2 Kaipara Portage Road or amend the amount of land affected so the shape is less irregular.
6		Lloyd Cho	Neutral	Amend the design at the intersection of Coatesville-Riverhead Highway / Old railway Road to provide a signalised intersection.
7	1	Iain Richard Smart	Oppose	Oppose the roundabout at Coatesville-Riverhead Highway / Old railway Road.
7	2	Iain Richard Smart	Oppose	Reject the NoR but provide the SH16 upgrades.
8		Tristan Prattley	Oppose	Amend the design at the intersection of Coatesville-Riverhead Highway / Old railway Road to only allow left turns.
9	1	Mahoney Topia	Oppose	Amend the NoR to remove the cycle path and instead build it on the paper road running adjacent to Brigham creek.

9	2	Mahoney Topia	Oppose	Consider the undersized culverts in the area and how they affect flooding.
9	3	Mahoney Topia	Oppose	Amend the lapse date to 5 years.
9	4	Mahoney Topia	Oppose	Consider the access impacts for 1308 Coatesville-Riverhead Highway as the road level increases.
10	1	Hosin International	Oppose	Withdraw the NoR or amend to remove any direct adverse effects on existing environment including the need to take land through the rural section of the NoR. Adopt a road cross section which fits within the existing legal road corridor or adopt the 23m standard cross section.
10	2	Hosin International	Oppose	Withdraw the NoR or Amend the roading layout to eliminate any potential adverse stormwater effects on 1302 Coatesville-Riverhead Highway including from any peak stormwater events.
10	3	Hosin International	Oppose	Withdraw the NoR or apply conditions to the NoR which require mitigation to 1302 Coatesville-Riverhead Highway including retention of two vehicle crossings, replacement or relocation of the existing dwelling and shed, replacement/reinstatement of internal access and services (water bore, on-site wastewater treatment system, power and telecommunications), effective stormwater management to eliminate flood risk and comprehensive landscaping alongside the highway.
11	1	Huapai Golf Club Incorporated	Oppose	Amend the NoR to change the design of the roundabout at Coatesville Riverhead Highway and Old Railway Road or provide a separate entrance.
11	2	Huapai Golf Club Incorporated	Oppose	Recognise and correct the error in the AEE which states the incorrect address for Huapai Golf Club.
11	3	Huapai Golf Club Incorporated	Oppose	Clarify if Huapai Golf Club been considered in AEE's Property Impact Access Table 12.3.
11	4	Huapai Golf Club Incorporated	Oppose	Clarify why Huapai Golf Club has not been included in the CTMP as a busy and high traffic site.
11	5	Huapai Golf Club Incorporated	Oppose	Clarify why Huapai Golf Club has not been included in the AEE's Table 21-2: Private Properties, Demolition of Existing Dwellings and Ancillary Buildings, while maps show loss of property.

11	6	Huapai Golf Club Incorporated	Oppose	Clarify why Huapai Golf Club has not been included in the AEE's 24.6: Construction Effects on Riverhead Community, Commercial Facilities, while maps show loss of property.
11	7	Huapai Golf Club Incorporated	Oppose	Amend the NoR to change the design of the roundabout at Coatesville Riverhead Highway and Old Railway Road or provide a separate entrance.
12	1	Brian Tong		
12	2	Brian Tong		
12	3	Brian Tong		
12	4	Brian Tong		
12	5	Brian Tong		
12	6	Brian Tong		
12	7	Brian Tong		
12	8	Brian Tong		Reject the roundabout at Old Railway Road/Coatesville-Riverhead Highway.
12	9	Brian Tong		Amend the plan to provide underground stormwater piping.
12	10	Brian Tong		
13		Susan Verghese & Verghese Antony Koothoor		
14	1	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.
14	2	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.

14	3	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.
14	4	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.
14	5	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.
14	6	Dr David Wilson and Dr Anna Tabuteau	Oppose	Remove the designation or; purchase the property prior to applying the designation or; Rezone 5 moontide Road and surrounding area as FUZ or; provide compensation now; and develop new policies for the NoR process to provide fairer outcomes.
15	1	Matvin Group Limited		Refuse the NoR or Amend the roundabout at Old Railway Road/Coatesville-Riverhead Highway to reduce its size and extent inline with urban design principles.
16	1	Fletcher Residential Limited	Oppose	Review the timeline for implementation and [remove] the designation from land once works are complete.
16	2	Fletcher Residential Limited	Oppose	Review the proposed upgrades in particular in respect to alternatives that would achieve the desired transport outcomes in a way that would: <ul style="list-style-type: none"> • Result in less adverse effects on the environment; • Represent a more cost-effective solution and make better use of land and existing infrastructure; • Avoid unnecessarily significantly limiting the future development potential and opportunities for the affected land; and • Have regard to the Riverhead Private Plan Change designs which take into account the planned urban context. These designs are provided as Attachment 2.
16	3	Fletcher Residential Limited	Oppose	Amended to show the operational extent around what will be the legal road reserve and the construction extent as two separate designation boundaries. That the designation [be removed] from the land once CRH upgrades are constructed and operational, including if upgrades to CRH are provided (and constructed and operational) by others in a way that sufficiently meets the identified transport needs.

16	4	Fletcher Residential Limited	Oppose	Amend the proposed condition titled 'Construction Noise Standards' as set out below (deletions struckthrough and additions underlined): "Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the submissions' table as far as practicable.
16	5	Fletcher Residential Limited	Oppose	Amend the proposed condition titled 'Low Noise Road Surface' as set out below (deletions struckthrough and additions underlined): Low Noise Road Surface (a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban and/or future urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition). (b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project (c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or
17	1	Heritage New Zealand Pouhere Taonga	Oppose	A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
17	2	Heritage New Zealand Pouhere Taonga	Oppose	HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA

17	3	Heritage New Zealand Pouhere Taonga	Oppose	<p>the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.</p> <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
18	1	I H Cho		Decline the NoR or Amend the plans to provide a flush median allowing 1197 Coatesville-Riverhead Highway unrestricted egress.
18	2	I H Cho		Decline the NoR or Amend the conditions so that 1197 Coatesville-Riverhead Highway is reinstated in its current form including ensuring no long-term effects. Fence reinstated, finish levels batter appropriately and replacement planting.
18	3	I H Cho		Decline the NoR or Remove the designation extent as it relates to the construction works following completion of the works.
18	4	I H Cho		Decline the NoR or Reduce the lapse period or add a condition requiring the requiring authorities regular review of the designation.
18	5	I H Cho		Impose conditions which require that any noise and vibration effects are permanently mitigated.
19	1	Simon Papa	Oppose	Decline the NoR.
19	2	Simon Papa	Oppose	Decline the NoR.
19	3	Simon Papa	Oppose	Decline the NoR.
19	4	Simon Papa	Oppose	Decline the NoR.
20	1	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.

20	2	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure OR; Amend the plan to use the land on the opposite side of the road from 1363 Coatesville-Riverhead Hwy instead of taking land from this property.
20	3	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	4	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	5	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	6	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure OR; Amend the plan to divert traffic for Riverhead to Old Rail Road instead as that road is level and flat, making it a far safer alternative.
20	7	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	8	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	9	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	10	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
20	11	Ray Chong and Judy Chong	Oppose	Decline the NoR AND; suspend all development in the area until long term, safe and sustainable roading solutions are provided AND; require developers to pay for new infrastructure.
21	1	The Walker Family Trust	Support	Amend the NoRs to prioritise the completion of the Alternative State Highway corridor before the rapid transit corridor.

22	1	The Walker Family Trust and Sharon Walker Family Trust	Support	Amend the NoRs to prioritise the completion of the Alternative State Highway corridor before the rapid transit corridor.
23	1	Adrian Bullock	Support	
24	1	Watercare Services Limited	Neutral	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
25	1	Telecommunications Submitters	Oppose	<p>Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p>

25	2	Telecommunications Submitters	Oppose	Add a new condition to each notice of requirement as follows: <u>XX: 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.</u>
26	1	Christopher McGuire	Oppose	Reject the NoR or; Amend the NoR to provide greater flooding mitigation and resilience to flooding.
27	1	F. Boric and Sons Limited	Support in part	Provide appropriate compensation where loss of trees and property is unavoidable.
27	2	F. Boric and Sons Limited	Support in part	Confrim the on-going operation and safety of the existing vehicle entrance.
27	3	F. Boric and Sons Limited	Support in part	
27	4	F. Boric and Sons Limited	Support in part	Decline the NoR or reduce the width of the swale and increase the area of the stormwater pond.
28	1	NZRPG	Support	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
29	1	Kāinga Ora Homes and Communities	Support in part	Adopt a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
29	2	Kāinga Ora Homes and Communities	Support in part	Undertake an assessment of the health and safety effects of the operational traffic noise prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

29		Kāinga Ora Homes and 3 Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
29		Kāinga Ora Homes and 4 Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
29		Kāinga Ora Homes and 5 Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
29		Kāinga Ora Homes and 6 Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
30	30.1	Hallertau Brewery	Oppose	Seeks that the ITA considers: - the potential for traffic from the Northshore backing up through the intersection of Riverhead Point Drive and Coatesville Riverhead Highway - reduction of on-site parking and resulting effects on local road network

30	30.2	Hallertau Brewery	Oppose	Seeks that there cannot be a no left turn and there cannot be a raised median preventing a left turn into the business. This needs to be confirmed during the Resource Consent design phase not left to the EPA design phase.
30	30.3	Hallertau Brewery	Oppose	Seeks that, if the entry to Hallertau is to be shifted to the west (further from the intersection), then consideration be given to the residential lots adjacent to the Hallertau lot boundary.
30	30.4	Hallertau Brewery	Oppose	Seeks that the contractor liaises with Hallertau while drafting relevant construction management plans to ensure truck and bus movements in and out of Hallertau remain viable and consideration is given to public parking in the surrounding networks
30	30.5	Hallertau Brewery	Oppose	Seeks that the contractor liaises with Hallertau while drafting relevant construction management plans to ensure assess for fire trucks is unhindered. At no point during construction can there be any obstruction or lack of access to a hydrant for the fire service.

30	30.6	Hallertau Brewery	Oppose	Seeks that the project must only accept a reduction in flood risk and never accept any increase in flood risk.
30	30.7	Hallertau Brewery	Oppose	Seeks clarity around the reduction in phosphorus that the SW treatment train is targeting and how this will be monitored post construction as well as a condition requiring a 70-80% reduction in phosphorus, in line with direction of the NPS-FM.
30	30.8	Hallertau Brewery	Oppose	Seeks that the land value apportioned to the piece being designated needs to consider that it does generate income as well as provide a visual amenity specific to Hallertau and the Riverhead Village. A condition of the NOR could require a mitigation planting plan and reuse of the Hop plants in a revised location on site.
30	30.9	Hallertau Brewery	Oppose	Seeks that the legacy resource consent is amended to ensure there are no unintended consequences for the removal of this vegetation on road frontage.
30	30.10	Hallertau Brewery	Oppose	Seeks that an arborist is engaged to assess established trees along road frontage and consider their ecological and potential for re use rather than see them removed and disposed of.
30	30.11	Hallertau Brewery	Oppose	Seeks that a plan be created to manage and mitigate loss of amenity along the road frontage.
30	30.12	Hallertau Brewery	Oppose	Seeks that the removal and reinstatement of business signage is part of the RC and EPA for the new road corridor.

30	30.13	Hallertau Brewery	Oppose	Seeks that a condition of the resource consent for earthworks and roading include a PC sum to site busienss signage temporarily, including a power connection.
30	30.14	Hallertau Brewery	Oppose	Seeks that, any condition of the NOR and designation or any associated RC or EPA lodgement, should carry over conditions [from Fletcher Building Plan Change and future development] in so far as they affect Hallertau or have the potential to affect Hallertau.
30	30.15	Hallertau Brewery	Oppose	Seeks clarity around what conditions will be included in the NOR to manage the potential for increased crime.
30	30.16	Hallertau Brewery	Oppose	Seeks fair opportunity to review and comment on the designation conditions before they are ratified.
31	31.1	Poynter Family Trust	Oppose	Effective measures and procedures will be taken to either eliminate risk of cottage on property being impaired, or if not totally eliminate such risk then provide effective compensation.
31	31.2	Poynter Family Trust	Oppose	Effective mitigation for loss of mature garden at front of property, by establishing an equivalent (essentially duplicate) garden now, east of what would become the new eastern boundary of the widened public corridor.
31	31.3	Poynter Family Trust	Oppose	Compensation for acquisition of land to reflects loss of ambience and smaller area.
31	31.4	Poynter Family Trust	Oppose	Ensure that the proposal does not prevent residents either side of the southern end of the Coatesville-Riverhead Highway, from making a right turn into or out of their property.
31	31.5	Poynter Family Trust	Oppose	Amend the designation outside our property to allow for all roading and related works to take place to the west of our property
31	31.6	Poynter Family Trust	Oppose	Prior to commencement of any work the Requiring Authority shall produce in consultation with submitter, a Management Plan (to be observed by the Requiring Authority and its contractors and agents) detailing measures to be followed to ensure that noise of construction is controlled to avoid sleep disturbance during the hours of 6pm to 8am, and to minimise noise and vibration at all times.

31	31.7	Poynter Family Trust	Oppose	<p>Prior to construction of any impermeable road surface, median strip, or roundabout, a Management Plan binding on the Requiring Authority, its contractors and agents, shall be prepared in consultation with the submitter and their neighbours at 1387 Coatesville-Riverhead Highway (who share right of way) which:</p> <p>1) ensures the safe passage of Stormwater, and</p> <p>2) ensures that traffic on driveway can safely leave the site, and traffic entering the site can safely turn off the Highway, fully allowing for any people or vehicles using the driveway at the time.</p>
31	31.8	Poynter Family Trust	Oppose	<p>Identification of the cottage on the property as a 'Protected Building', and thus be protected from any adverse effects from the Designated works.</p>

Notice of Requirement - NoR RE1: Don Buck Road (Auckland Transport)					
Summary of Submissions					
Sub #	Sub point	Submitter Name	Oppose/Support	Key Issues	Relief Sought
1	1	Tamryn John Hardley	Support	Public transport, T	Request that NoR RE1 not begin until NOR2a, NOR2b and NOR2c are completed.
2	1	Chandra Singh	Oppose		Not specified.
3	1	Waitakere Licensing Trust	Oppose	Extent of designation boundary, Timing, Property effect	Amend the designation extent so that there is no encroachment with the existing properties by physical infrastructure (including retaining walls, busways, road lanes, cycle lanes, footpaths or berms). Any earthworks and battering extents within the existing property boundary should be designed in consultation with property owners.
3	2	Waitakere Licensing Trust	Oppose	RMA	
3	3	Waitakere Licensing Trust	Oppose	Dust, Construction effects	Managed and minimise the impacts of construction on properties and restore any affected assets to original condition.
3	4	Waitakere Licensing Trust	Oppose	Compensation	Provided compensation for resolving any consenting matters.
4	1	Ministry of Education	Neutral	Conditions - construction traffic effects, truck movements around school, safety of students	The Ministry seeks the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:... a) <u>How heavy vehicles will avoid travelling past the schools listen in the submissions table, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u> b) <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u>
5	1	Mangesh Hinge	Oppose	Access, Compensation	Reject the NoR OR provide more understanding of the effects on the property and compensation.
5	2	Mangesh Hinge	Oppose	Flooding, Compensation	Reject the NoR OR provide more understanding of the effects on the property and compensation.
5	3	Mangesh Hinge	Oppose	Timing	Reject the NoR OR provide more understanding of the effects on the property and compensation.
6	1	Restaurant Brands Limited (Restaurant Brands)		Extent of designation boundary, conditions - property effect	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site.
6	2	Restaurant Brands Limited (Restaurant Brands)		access	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site.
6	3	Restaurant Brands Limited (Restaurant Brands)		Traffic	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site.
6	4	Restaurant Brands Limited (Restaurant Brands)		Property effects - Reinstatement	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site. Provide appropriate reinstatement of the site including where landscaping is required as per existing consent conditions.
6	5	Restaurant Brands Limited (Restaurant Brands)		Conditions - Construction effects	Impose several environmental "bottom lines" within the conditions of the designation to ensure that the potential adverse construction effects are appropriately avoided, remedied, or mitigated.
6	6	Restaurant Brands Limited (Restaurant Brands)		Lapse date	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site.
7	1	Hsu-Cheng Yang	Oppose	Conditions - Construction effects	Impose several environmental "bottom lines" within the conditions of the designation to ensure that the potential adverse construction effects are appropriately avoided, remedied, or mitigated.
7	2	Hsu-Cheng Yang	Oppose	Lapse date	Withdraw that NoR OR modify the extent so not to include 583-585 Don Buck Road, Massey and impose conditions to manage adverse effects on the site.

8	1	MCDONALD'S RESTAURANTS (NZ) LIMITED		RMA	Reject the NoR OR amend to give effect to the concerns raised [refer to submission].
8	2	MCDONALD'S RESTAURANTS (NZ) LIMITED		Traffic - carparks	Reject the NoR OR amend to give effect to the concerns raised [refer to submission].
8	3	MCDONALD'S RESTAURANTS (NZ) LIMITED		Lapse date	Reject the NoR OR amend to give effect to the concerns raised [refer to submission].
8	4	MCDONALD'S RESTAURANTS (NZ) LIMITED		Extent of designation boundary	Reject the NoR OR amend to give effect to the concerns raised [refer to submission].
9	1	The Salvation Army New Zealand	Support	Traffic - carpark, access, construction	Amend the NoR to replace the battered slope with a retaining wall to enable the retention of the carpark and access.
9	2	The Salvation Army New Zealand	Support	Conditions - Stakeholder and Communication and Engagement Management Plan	Retain the SCEMP condition.
9	3	The Salvation Army New Zealand	Support	Designation review	Amend so that the designation extent is removed from land no longer required within 3 months following completion of works.
9	4	The Salvation Army New Zealand	Support	Conditions - Noise, Vibration	Retain that conditions including a Construction Noise and Vibration Management Plan (CNVMP).
10	1	Kerry Philip Charteris	Neutral	Property effects - consultation	Neutral to the NoR but want 11/520 Don Buck Road to be considered and allow for on going negotiation.
11	1	haeryong kim	Support	Traffic - Active transport	
12	1	Donna Marie Fagg	Oppose	Access	Amend the NoR to not include 470 Don Buck Road.
13	1	Verghese Antony Koothoor	Oppose	Access	Provide clarification on the issues identified [refer to submission].
13	2	Verghese Antony Koothoor	Oppose	Lapse period	Provide clarification on the issues identified [refer to submission].
13	3	Verghese Antony Koothoor	Oppose	Providing for growth	Provide more NoRs in the North-west to support growth [refer to submission].
14	1	Heritage New Zealand Pouhere Taonga		Historic heritage	A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
14	2	Heritage New Zealand Pouhere Taonga		Conditions - HHMP removal of duplication of archaeological processes	HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
14	3	Heritage New Zealand Pouhere Taonga		Conditions - purpose of HHMP	the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters. <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
15	1	Universal Homes Ltd		Extent of designation boundary	Remove the designation from applying to 550 Don Buck Road to take into account the existing resource consents and planning work undertaken.
15	2	Universal Homes Ltd		Property effects	Provide consultation with property owners on any earthworks and battering required within properties.

15	3	Universal Homes Ltd		Construction effects	Manage all earthworks to minimise any impacts on property owners including dust and provide rectification if necessary.
15	4	Universal Homes Ltd		Property effects - lapse period, compensation, changes to existing consent	Provide compensation for any changes to existing consent that may be required as a result of the NoR and that the Infrastructure Funding Agreement for land acquisition occurs in a timely manner.
15	5	Universal Homes Ltd		Conditions - Noise	Ensure that construction noise and associated conditions takes account of the future residents within the new dwellings under construction at 550 Don Buck Road.
16	1	L Li and SW Tsang	Oppose	Lapse date	a) Withdraw the NoR; b) Alternatively, amend the lapse period to 5years and include measures to avoid or mitigate the effects of construction on the property.
16	2	L Li and SW Tsang	Oppose	Construction effects	a) Withdraw the NoR; b) Alternatively, amend the lapse period to 5years and include measures to avoid or mitigate the effects of construction on the property.
17	1	Watercare Services Limited	Neutral	Conditions - Engagement, other infrastructure providers	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
18	1	Bunnings Ltd	Oppose	Extent of designation boundary	a) That the extent of the designation boundary of NOR RE1 be reviewed and reduced; and b) Schedule 1 of the proposed conditions of NOR RE1 be amended following review of the use of the extent of the designation boundary.
19		Telecommunications Submitters	Oppose	Conditions - Network Utilities Management Plan	Add new condition: Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s). (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable. (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. Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).
19	1	Telecommunications Submitters	Oppose	Conditions - consultation	Add a new condition to each notice of requirement as follows: XX: 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.
20	1	Stride Property Limited	Support	Traffic - transport network, connections, interchanges at Westgate	The following recommendation or decision sought by Stride is: The following recommendation or decision sought by Stride is: (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term; (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre; (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or (e) any additional or consequential relief to give effect to the matters raised in this submission.

21	1	The National Trading Company of	Support	Extent of designation boundary	Support based on the following relief: a) amend the designation to avoid taking any land from 17 – 19 Fred Taylor Drive; b) apply conditions so that the designation doesn't apply to any part of 17 – 19 Fred Taylor Drive which includes buildings.
21	2	The National Trading Company of	Support	Conditions - access	Support based on the following relief: c) apply conditions which impose i) no long term effects on the existing vehicle access; ii) minimise adverse effects of construction on the access to the site; iii) ensure there is sufficient road capacity on the weekends; iv) produce a CTMP applying to the road network around the site.
22	1	NZRPG	Support	future proofing and integration with existing infrastructure	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
23	1	LZY Limited		extent of designation boundary	Review the proposed NoR extent so that it supports efficient and viable land development at 408-412, 456A and 458A; or any alternative relief that satisfies the concerns.
24	1	Richard and Angela Scott	Oppose	noise	Ensure that noise mitigation measures are provided to address noise issues at the property.
25	1	Kāinga Ora Homes and Communities	Support in part	extent of designation boundary, lapse period	Adopt a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
25	2	Kāinga Ora Homes and Communities	Support in part	Conditions - Noise	Undertake an assessment of the health and safety effects of the operational traffic noise prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
25	3	Kāinga Ora Homes and Communities	Support in part	Conditions -OPW, Consultation, and access	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
25	4	Kāinga Ora Homes and Communities	Support in part	Conditions - Flooding	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
25	5	Kāinga Ora Homes and Communities	Support in part	Conditions - Noise pollution	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
25	6	Kāinga Ora Homes and Communities	Support in part	Conditions - Consultation	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.

Notice of Requirement - Alteration to designation 1433 Fred Taylor Drive (NoR RE2) Auckland Transport

Summary of Submissions

Sub #	sub poi	Submitter Name	Oppose/Support	Relief Sought
1	1	Wenrong Huang	Oppose	Amend the NOR extent to not include the submitters property.
2	1	Derek Ian Weir	Oppose	Amend the NOR extent to not include 114 Fred Taylor Drive.
3	1	O Nuich	Support	Support the NoR 2A, NoR 2B and NoR RE2 being upheld and confirmed.
3	2	O Nuich	Support	Amend the NOR to recognise the importance of Fred Taylor Drive as the principle arterial route for the area and specify it as Housing Infrastructure Fund together with NoR2A and NoR2B.
3	3	O Nuich	Support	Amend the lapse period to less than 4years to reflect the urgency of the project.
4	1	Max Land Property Limited	Support	Support conditional of: a) Rename the NOR as Arterial Corridor project; and b) assign Housing Infrastructure Fund (HIF) status to the NOR; and c)Rename the lesser priority projects which have been listed as HIF projects.
4	2	Max Land Property Limited	Support	Amend the lapse period to less than 4years to reflect the urgency of the project.
4	3	Max Land Property Limited	Support	Amend the NOR extent to remove its application to 88 Fred Taylor Drive.
5	1	New South Development Limited and Lunar Trustee	Support	a) Rename the NOR as Arterial Corridor project; and b) assign Housing Infrastructure Fund (HIF) status to the NOR; and c)Rename the lesser priority projects which have been listed as HIF projects.
5	2	New South Development Limited and Lunar Trustee	Support	Amend the NoR plans to incorporate the approved resource consent for the Kakano Road intersection.
5	3	New South Development Limited and Lunar Trustee	Support	Provide compensation for not upgrading the Fred Taylor Drive earlier and requiring the submitor to consent and build a new intersection at Kakano/Henwood/Fred Taylor which will be dismantled during the NoR works.
5	4	New South Development Limited and Lunar Trustee	Support	Amend the lapse period to less than 4years for NoR RE2, NoR 2A and NoR 2B to reflect the urgency of the project.
5	5	New South Development Limited and Lunar Trustee	Support	Amend the NOR extent to remove its application to 98 and 100 Fred Taylor Drive as the earthworks and battering can be factored into the design of the site.
6	1	New South Development Limited	Support	a) Rename the NOR as Arterial Corridor project; and b) assign Housing Infrastructure Fund (HIF) status to the NOR; and c)Rename the lesser priority projects which have been listed as HIF projects.
6	2	New South Development Limited	Support	Amend the NoR plans to incorporate the approved resource consent for the Kakano Road intersection.
6	3	New South Development Limited	Support	Provide compensation for not upgrading the Fred Taylor Drive earlier and requiring the submitor to consent and build a new intersection at Kakano/Henwood/Fred Taylor which will be dismantled during the NoR works.
6	4	New South Development Limited	Support	Amend the lapse period to less than 4years for NoR RE2, NoR 2A and NoR 2B to reflect the urgency of the project.
6	5	New South Development Limited	Support	Amend the NOR extent to remove its application to 92 Fred Taylor Drive.
7	1	Daltons Holdings 2013 Limited	Oppose	Refuse the NoR but if it goes ahead them: a) Implementation of Option 3.
7	2	Daltons Holdings 2013 Limited	Oppose	Refuse the NoR but if it goes ahead them: b) apply a condition to clarify the details of the earthworks batter.
7	3	Daltons Holdings 2013 Limited	Oppose	Refuse the NoR but if it goes ahead them: c) apply conditions to address adverse effects on the submitter.
7	4	Daltons Holdings 2013 Limited	Oppose	Refuse the NoR but if it goes ahead them: d) provide compensation for all costs associated with aquisition and resource consent.
8	1	Marylen Limited		a) Reject the NoR as it applies to the site; and b) designate more of the properties on the opposite side of the road so that this property is not affected.
9	1	Bright Future Group Limited		a) Amend the NoR to only use the existng designation; or b) Amend the earthworks and battering so that there is less impact on 124 Fred Taylor Drive.
10	1	Alesana and Stacie Levi	Neutral	Provide compensation for adverse affects to the property.
11	1	Heritage New Zealand Pouhere Taonga		A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaoleogy of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process

11	1	Heritage New Zealand Pouhere Taonga		HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
11	2	Heritage New Zealand Pouhere Taonga		<p>the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.</p> <ul style="list-style-type: none"> • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
12	3	Amazon Data Services New Zealand Limited		Oppose unless a) Consultation and negotiation on an amendment to reduce the impacts on 73 and 75 Fred Taylor Drive; and b) compensation for any re-design on the development.
13	1	Sung Chul Lee	Oppose	Provide further information on how traffic effects and noise and dust during construction will be managed.
13	2	Sung Chul Lee	Oppose	Provide further information on how land owners will be compensated.
				Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
14	1	Watercare Services Limited	Neutral	
15	1	Telecommunications Submitters	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p> <p><u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p><u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p><u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p> <p><u>Advice Note:</u></p> <p><u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
15	2	Telecommunications Submitters	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p><u>XX: 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.</u></p>

				Amend the designation area according to the amended arterial alignment and associated stormwater management approach (as detailed in Attachment 1 of submission).
16	1	Redhills Green Limited	Oppose	
16	2	Redhills Green Limited	Oppose	Reduce the proposed designation extent over 1 Dunlop Road and 76-78 Fred Taylor Drive to the final proposed road reserve width for Fred Taylor Drive and Dunlop Road only (i.e., does not include additional 'construction' width).
16	3	Redhills Green Limited	Oppose	Amend Condition 3 as: a) For each stage of work, The Requiring Authority shall within 6 months of Completion of Construction or upon issue of EACC; As soon as otherwise practicable following Completion of Construction the Requiring Authority shall: ...
16	4	Redhills Green Limited	Oppose	Impose a new condition on the NoR, requiring an outline plan for any stage of work to: a) Provide for approved and planned intersections on to the arterial road network, including provision for all intersections identified on the Redhills Precinct Plan and allowance for local road intersections, in consultation with the owner of the subject land; b) Provide a road cross-section within/adjacent to the Local Centre zone that promotes lower vehicle speeds and enhanced provision for pedestrians as set out in the Redhills Precinct provisions; c) Provide for tree-lined medians where feasible; d) Ensure the form of bridges is consistent with the Redhills Green Design intent, which has a specific material palette
16	5	Redhills Green Limited	Oppose	Amend Condition 9 as: a) A ULDM shall be prepared prior to the Start of Construction for a Stage of Work. <u>The ULDM for each stage of works must be prepared in consultation with the landowner.</u> b) ... c) The ULDM shall be prepared in general accordance with: ... vi. <u>The Design Guides and Urban Design and Landscape framework prepared for Redhills Green.</u>
16	6	Redhills Green Limited	Oppose	That RGL is suitably compensated for land and any works associated with the construction of the arterial routes covered by the NoR it is required to undertake.
16	7	Redhills Green Limited	Oppose	Update the route design and designation extent to reflect the approved subdivision consent design for intersection of Baker Lane/Dunlop Road.
17	1	Stride Property Limited	Support	The following recommendation or decision sought by Stride is: The following recommendation or decision sought by Stride is: (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term; (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre; (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or (e) any additional or consequential relief to give effect to the matters raised in this submission.
18	1	DBH Limited	Oppose	Decline the NoR or a) Amend the plans so that the consented development is not affected and b) any consequential relief.
19	1	NZRPG	Support	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.
20	1	Kāinga Ora Homes and Communities	Support in part	Adopt a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
20	2	Kāinga Ora Homes and Communities	Support in part	Undertake an assessment of the health and safety effects of the operational traffic noise prior to the hearing; or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
20	3	Kāinga Ora Homes and Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
20	4	Kāinga Ora Homes and Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
20	5	Kāinga Ora Homes and Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority. (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up. (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
20	6	Kāinga Ora Homes and Communities	Support in part	Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR: (f) That the Designation Review condition should be amended to: (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.

ATTACHMENT 5

RECOMMENDED AMENDMENTS TO PROPOSED CONDITIONS

Attachment 5

Recommended amendments to Proposed Notice of Requirement Conditions

A: Summary table of recommended amendments to the proposed conditions

B: NoR R1: Coatesville-Riverhead Highway

C: NoR RE1: Don Buck Road

D: NoR RE2: Fred Taylor Drive (Alteration to Des. 1433)

E: NoR W1: Trig Road (North)

F: NoR W2: Māmari Road

G: NoR W3: Brigham Creek Road

H: NoR W4: Spedding Road

I: NoR W5: Hobsonville Road (Alteration to Des. 1437)

Summary of all recommended amendments and changes to Local Arterial NoR Conditions

There may be additional amendments to those listed in All NoRs that apply to the specific NoRs (as shown on the subsequent pages to this document).

Cross-referencing of numbers within conditions, where relevant, will necessitate further amendments.

All NORs	Added or Amended Condition
Designation Review	<p>(a) The Requiring Authority shall within 6 months of Completion of Construction <u>of a Stage of Works</u> or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) <u>In conjunction with landowner(s)</u> review the extent of the designation <u>required for construction purposes and to</u> identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
Management Plans	<p>(a) Any management plan shall:</p> <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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. Where not incorporated, the reasons why. (v) Be submitted <u>to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</u> (vi) Once finalised <u>certified</u>, uploaded to the Project website or equivalent virtual information source; <p>(b) Any management plan developed in accordance with Condition 6 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 or for Certification as

	<p>soon as practicable following identification of the need for a revision.</p> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information <u>certification</u>.</p> <p><u>Advice Note:</u></p> <p><u>Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.</u></p>
<p>Urban and Landscape Design Management Plan</p>	<p>(a) A ULDMP shall be prepared in <u>consultation with key stakeholders (including Auckland Council)</u> prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:</p> <p>(i) Enable integration of the Project's permanent works into the surrounding landscape, <u>sense of place</u> and urban context; and</p> <p>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to <u>the experience of a quality urban environment for people and communities</u>;</p> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</p> <p>(iv) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(v) <u>Waka Kotahi Aotearoa Urban Street Guide (2023)</u>;</p>

	<p>(vi) <u>Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);</u></p> <p>(vii) <u>Auckland Council's Auckland Design Manual;</u> and</p> <p>(viii) <u>Auckland Council's Transport Emissions Reduction Pathway.</u></p> <p>(d) 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; (ii) Provides appropriate <u>high quality and safe walking, cycling vehicular, and micro-mobility</u> connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections <u>to the immediate neighbourhoods and wider community;</u> (iii) Promotes inclusive access (where appropriate); and (iv) 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 c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (e) 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 (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment b. Roadside elements – such as lighting, fencing, wayfinding and signage
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	<ul style="list-style-type: none"> c. architectural and landscape treatment of all major structures, including bridges and retaining walls d. Architectural and landscape treatment of noise barriers e. Landscape treatment of permanent stormwater control wetlands and swales f. Integration of passenger transport g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/cycle bridges or underpasses h. Historic heritage places with reference to the HHMP i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <p>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 with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for berms; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23; 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) 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 (iii) 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); mulching; and plant sourcing and planting, including
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	hydroseeding and grassing, and use of eco-sourced species.
Flood Hazard	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels <u>in a 1% AEP event</u> for existing authorised habitable floors that are already subject to flooding <u>or have a freeboard less than 150mm</u>; (ii) no more than a 10% reduction in freeboard <u>in a 1% AEP event</u> for existing authorised habitable floors <u>with a freeboard of over 150mm</u>; (iii) <u>no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding</u>; (iv) <u>no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors</u>; (v) no increase of more than 50mm in flood level <u>in a 1% AEP event</u> on land zoned for urban or future urban development where there is no existing dwelling; (vi) <u>no increase in flood levels in a 1% AEP event for infrastructure</u>; (vii) <u>no loss in overland flow path capacity, unless provided by other means</u>; (viii) <u>no new flood prone areas</u>; and (vii) <u>(ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.</u> <p>(b) Compliance with <u>(a)</u> and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 400-year ARI <u>10% and 1% AEP</u> flood levels (for Maximum Probable Development land use and including climate change <u>effects</u>). <u>The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.</u></p>

	<p>(c) 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.</p>
<p>Construction Environment Management Plan</p>	<p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work <u>and shall be submitted to the Manager for certification.</u></p> <p>(b) <u>The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.</u></p> <p><u>Including:</u></p> <ul style="list-style-type: none"> (i) <u>siting construction yards and stockpiles outside the flood plain</u> (ii) <u>diverting overland flow paths away from area of work</u> (iii) <u>minimising the physical obstruction to flood flows at the road sag points</u> (iv) <u>staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events</u> (v) <u>methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)</u> <p>(bc) The objective 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. To achieve the objective, 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) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting

	<p>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places</p> <p>(vi) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain</p> <p>(vi) methods for providing for the health and safety of the general public</p> <p>(vii) procedures for incident management</p> <p>(viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses</p> <p>(ix) 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</p> <p>(x) procedures for responding to complaints about Construction Works</p> <p>(xi) methods for amending and updating the CEMP as required.</p> <p><u>(xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.</u></p>
<p>Stakeholder and Communication and Engagement Plan (SCEMP)</p>	<p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work <u>and submitted to the Manager for certification.</u> The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.</p> <p><u>The objectives of the SCEMP are to:</u></p> <ul style="list-style-type: none"> (i) <u>identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.</u> (ii) <u>develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.</u> (iii) <u>provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.</u> (iv) <u>Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.</u> <p>(b) To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) <u>a description of the approach to achieve the objectives of the SCEMP</u>

	<ul style="list-style-type: none"> (ii) 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) (iii) 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 (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with (vi) Identification of the properties whose owners will be engaged with (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>c) <u>The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.</u></p> <p>d) Any <u>subsequent</u> SCEMP prepared for a Stage of Work shall be submitted to Council for information <u>certification</u> ten working days prior to the Start of Construction for a Stage of Work.</p>
<p>Construction Traffic Management Plan</p>	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work <u>and submitted to the Manager for certification.</u> (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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) 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; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;

	<p>(vi) methods to maintain vehicle access to property and / or private roads <u>for all transport modes</u> where practicable, or to provide alternative access arrangements when it will not be;</p> <p>(vii) 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; and</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).</p> <p>(ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.</p> <p>(x) <u>Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.</u></p> <p>(xi) <u>Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.</u></p>
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Construction Noise Standards	<p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p>																																							
	<table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>LAeq(15min)</th> <th>LAFmax</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>Sunday and</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>			Day of week	Time period	LAeq(15min)	LAFmax	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and	0630h - 0730h	45 dB
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<p>(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19e)(x), then the methodology in Condition 19 shall apply. <u>Activities Sensitive to Noise are defined in Chapter J of the AUP</u></p> <p><i><u>The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.</u></i></p>																							
Construction Vibration Standards	<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 style="text-align: center;">Table CNV2 Construction vibration <u>Standards criteria</u></p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/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>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:2016-1999</td> </tr> </tbody> </table>				Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016-1999	
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Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016-1999																					

	<p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>a) <u>If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:</u></p> <p>(i) <u>Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and</u></p> <p>(ii) <u>Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.</u></p> <p>b) <u>The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.</u></p> <p>c) <u>If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19</u></p> <p>b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.</p> <p>(vii) Requirements for review and update of the CNVMP.</p>
<p>Construction Noise and Vibration Management Plan</p>	<p>a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work <u>and submitted to the Manager for certification</u></p> <p>b) A CNVMP shall be implemented during the Stage of Work to which it relates</p> <p>c) <u>The objectives of the CNVMP are to:</u></p> <p>(i) <u>Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;</u></p> <p>(ii) <u>Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);</u></p> <p>(iii) <u>Set out the methods for scheduling works to minimise disruption; and</u></p> <p>(iv) <u>Ensure engagement with affected receivers and timely management of complaints</u></p>

	<p>d) The objective 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 16 and 17 to the extent practicable. To achieve <u>this the objective</u>, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable (vi) Methods and frequency for <u>effective</u> monitoring and reporting on construction noise and vibration (viii) Procedures for <u>effective</u> 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 (ix) Contact details of the Project Liaison Person (x) Procedures for the regular <u>and effective</u> training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers (xi) Identification of areas where compliance with the noise (Condition 16) and/or vibration standards (Condition 17 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 (xii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where <u>Schedules may be required</u> sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(c)(x) (xiii) Procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration <u>standards criteria</u> of Condition 17 B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of
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	<p>Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</p> <p>(xiv) Requirements for review and update of the CNVMP.</p>
<p>Schedule to a CNVMP</p>	<p>a) Unless otherwise provided for in a CNVMP, a <u>A</u> Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</p> <p>(ii) Construction vibration is either predicted or measured to exceed the Category B standards at the receivers in Condition 17.</p> <p>b) The objective of the Schedule is to set out the Best Practicable Option measures to manage 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> <p>(i) Construction activity location, start and finish dates</p> <p>(ii) The nearest neighbours to the construction activity</p> <p>(iii) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance</p> <p>(iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why</p> <p>(v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account</p> <p>(vi) Location, times and types of monitoring.</p> <p>c) The Schedule shall be submitted to the Manager for certification 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> <p>d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with</p>

	those owners and occupiers, and how consultation outcomes have and have not been taken into account.
Historic Heritage Management Plan (HHMP)	<p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work <u>and submitted to the Manager for certification</u>.</p> <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:</p> <ul style="list-style-type: none"> (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) 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; (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) 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; (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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; (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) Methods for avoiding, remedying or mitigation 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

	<p>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;</p> <p>(xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and</p> <p>(c) <u>All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</u></p> <p>d) <u>That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.</u></p>
<p>Pre-Construction Ecological Survey</p>	<p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:</p> <p>(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 <u>works area</u> are still present</p> <p>(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 <u>or any updated version.</u></p> <p>(b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).</p>
<p>Ecological Management Plan (EMP)</p> <p>Additional f and g to apply to NoRs W1, W2, W3, W4, and R1</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:</p> <p>a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that</p>

	<p>are discovered through survey until such roosts are confirmed to be vacant of bats;</p> <ul style="list-style-type: none"> 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding; e. where mitigation to minimise effects is not practicable, details of any offsetting proposed. f. <u>A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.</u> g. <u>A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.</u> <p>(ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:</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 50m 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 50m of any construction area (including laydown areas). Measures could include:
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	<ul style="list-style-type: none"> i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 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 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 <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>Advice Notes: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> (a) Stream and / or wetland restoration plans; (b) Vegetation restoration plans; and (c) Fauna management plans (e.g. avifauna, herpetofauna, bats).
<p>Low Noise Road Surface</p>	<ul style="list-style-type: none"> a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition). b) <u>A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface)</u> shall be implemented within 12 months of Completion of Construction of the project c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road

	<p>intersections); or</p> <p>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</p> <p>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</p> <p>d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of <u>the low-noise</u> asphaltic concrete surfacing (or equivalent or <u>better</u> low noise road surface) is <u>no longer practicable</u> or no longer required on the road or a section of it <u>for noise reduction purposes</u>. Such advice shall also indicate when any resealing is to occur.</p>
<p>Traffic Noise</p>	<p>For the purposes of Conditions 26 to 38:</p> <p>a) Building-Modification Mitigation – has the same meaning as in NZS 6806</p> <p>b) Design year has the same meaning as in NZS 6806</p> <p>c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed</p> <p>d) Habitable Space – has the same meaning as in NZS 6806</p> <p>e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories</p> <p>f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads</p> <p>g) 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)</p> <p>h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads</p> <p>i) Protected Premises and Facilities (PPFs) – means</p> <ul style="list-style-type: none"> (i) only The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories (ii) <u>Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and</u> (iii) <u>Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.</u> <p>j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806</p> <p>k) Structural Mitigation – has the same meaning as in NZS 6806.</p>

	<p>26. The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 3839 (all traffic noise conditions).</p> <p>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.</p> <p>27. 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 3 PPFs Noise Criteria Categories.</p> <p>28. Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the <u>all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options following the process set out in 6806, unless that process is varied by these conditions.</u></p> <p>29. <u>The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building</u></p> <p>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.</p> <p>30. 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.</p> <p>31. 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').</p> <p>32. 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.</p>
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	<p>33. For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:</p> <ul style="list-style-type: none"> a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or b) 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 c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p> <p>34. Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces b) The options available for Building-Modification Mitigation to the building, if required 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. <p>35. 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> <p>36. Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:</p> <ul style="list-style-type: none"> a) The Requiring Authority has completed Building Modification Mitigation to the building; or b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or c) 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 33 (including where the owner did not respond within that period); or
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	<p>d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <p>37. The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p> <p>38. The requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3- Identified PPFs Noise Criteria Categories do not need to be complied with where:</p> <p>a) the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories no longer exists exists and there is no new PPF constructed in the same or similar location; or</p> <p>b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.</p> <p>39 <u>The final design shall ensure that the location of the 55dB L_{Aeq(24hr)} contour across any land zoned FUZ or Residential is approximately consistent (within 2dB L_{Aeq(24hr)}) with the location of the 55dB L_{Aeq(24hr)} contour <<that was provided with the NoR application - requires formal reference>></u></p>
<p>Network Utility Management Plan (NUMP)</p>	<p><u>Network Utility Management Plan (NUMP)</u></p> <p>(a) <u>A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.</u></p> <p>(b) <u>The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</u></p> <p>(i) <u>provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p>(ii) <u>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; and</u></p> <p>(iii) <u>(demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></p> <p>(c) <u>The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p>(d) <u>The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including</u></p>

access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.

- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

The recommended amendments to all NoRs have been included (where relevant) with the additional changes to specific NoRs shown as underlined text.

W1: Trig Road (North)	Added or Amended Condition
<p>Construction Traffic Management Plan</p>	<p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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 <u>including</u>;

	<p>a. <u>How heavy vehicles will avoid travelling along Trig Road, between SH16 and Hobsonville Road, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u></p> <p>b. <u>Details of consultation (including outcomes agreed) with the applicant and Trig Road School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.</u></p> <p>c. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p> <p>(iv) 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;</p> <p>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</p> <p>(vi) methods to maintain access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;</p>
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	<ul style="list-style-type: none"> (vii) 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; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). (c) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan. (d) should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.
<p>Southern Cross International Cable</p>	<ul style="list-style-type: none"> (a) <u>The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.</u> (b) <u>The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.</u> (c) <u>Spark must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.</u> (d) <u>the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.</u>

W2: Māmarī Road	Added or Amended Condition
<p>Southern Cross International Cable</p>	<ul style="list-style-type: none"> (a) <u>The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.</u>

	<p>(b) <u>The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.</u></p> <p>(c) <u>Spark must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.</u></p> <p>(d) <u>the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.</u></p>
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W3: Brigham Creek Road	Added or Amended Condition
Construction Traffic Management Plan	<p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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 <u>including;</u>

	<p>a. <u>How heavy vehicles must avoid travelling along Brigham Creek Road (between Trig Road and Joseph McDonald Drive), during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the Whenuapai School prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u></p> <p>b. <u>Details of consultation (including outcomes agreed) with the applicant and Whenuapai School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.</u></p> <p>c. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p> <p>(iv) 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;</p> <p>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</p> <p>(vi) methods to maintain access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;</p> <p>(vii) 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; and</p>
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	<ul style="list-style-type: none"> (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). (c) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan. (d) should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.
<p>Urban and Landscape Design Management Plan</p>	<ul style="list-style-type: none"> (a) A ULDM shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification. (b) Mana Whenua <u>and Council</u> shall be invited to participate in the development of the ULDM(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDM. The objective of the ULDM(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape, <u>sense of place</u> and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to <u>the experience of</u> a quality urban environment <u>for people and communities</u>; (iii) Ensure that the project integrates with the existing and proposed active mode network; and (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users. (c) The ULDM shall be prepared in general accordance with: <ul style="list-style-type: none"> (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (iv) To achieve the objective, the ULDM(s) shall provide details of how the project: (d) 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;

	<ul style="list-style-type: none"> (i) Provides <u>appropriate high quality and safe walking and cycling and micro-mobility</u> connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections <u>to the immediate neighbourhoods and wider community</u>; (ii) Promotes inclusive access (where appropriate); and (iii) 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. <p>(e) 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 – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; b. Roadside elements – such as lighting, fencing, wayfinding and signage; c. architectural and landscape treatment of all major structures, including bridges and retaining walls; d. Architectural and landscape treatment of noise barriers; e. Landscape treatment of permanent stormwater control wetlands and swales; f. Integration of passenger transport; g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses; h. Historic heritage places with reference to the HHMP; i. Reinstatement of construction and site compound areas, driveways, accessways and fences; j. <u>Any retaining walls that affect existing residential lots in Whenuapai 1 Precinct that adjoin Brigham Creek Road must be as low as practicable and of a suitable finish to ensure existing residential dwellings have outlook over the street.</u>
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Southern Cross Cable	

	<p>(f) 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 with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for berms; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23; 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) 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 (iii) 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.
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W4: Spedding Road	Added or Amended Condition
<p>Construction Traffic Management Plan</p>	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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 including; <ul style="list-style-type: none"> a. <u>How heavy vehicles must avoid travelling along Hobsonville Road (between Brigham Creek Road and West Point Drive), during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the Whenuapai School prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u> b. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u> (iv) 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;

	<ul style="list-style-type: none"> (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be; (vii) 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; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). <p>(c) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.</p> <p>(d) should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.</p>
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W5: Hobsonville Road	Added or Amended Condition
Construction Traffic Management Plan	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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 <u>and childcare centres</u>, or to manage traffic congestion <u>including</u>;

a. How heavy vehicles will avoid travelling past the schools listed in the table below during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be consulted. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.

<u>School</u>	<u>Address</u>	<u>Restricted roads</u>	<u>Restricted time</u>
<u>Trig Road School</u>	<u>13 Trig Road</u>	<u>Trig Road</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville School</u>	<u>104 Hobsonville Road</u>	<u>Hobsonville Road (between Brigham Creek road and West Point Drive)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville Point Secondary School</u>	<u>70 Hobsonville Point Road</u>	<u>Hobsonville Road (between De Havilland Road and Te Rito Road)</u> <u>Buckly Avenue</u> <u>Squadron Drive (between the Western Motorway and Mapou Road)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>

b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.

(iv) 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;

	<ul style="list-style-type: none"> (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be; (vii) 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; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). <p>(c) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.</p> <p>(d) should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.</p>
<p>Stakeholder and Communication Engagement Plan</p>	<p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.</p> <p>The objectives of the SCEMP are to:</p> <ul style="list-style-type: none"> (v) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase. (vi) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders. (vii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase. (viii) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works. <p>(b) To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (ix) a description of the approach to achieve the objectives of the SCEMP

	<p>(x) 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)</p> <p>(xi) 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</p> <p>(xii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua</p> <p>(xiii) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged <u>and communicated</u> with</p> <p>(xiv) Identification of the properties whose owners will be engaged with</p> <p>(xv) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above</p> <p>(xvi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant</p> <p>(xvii) <u>methods for engaging with Hobsonville School. The School must be contacted at least ten working days prior to the start of any construction within 100m of the school boundary.</u></p> <p>e) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.</p> <p>f) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for certification ten working days prior to the Start of Construction for a Stage of Work.</p>												
<p>Tree Management Plan</p>	<p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and <u>submitted to Council for certification</u></p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan <u>including the following scheduled trees:</u></p> <table border="1" data-bbox="405 1608 1401 1794"> <tr> <td data-bbox="405 1608 480 1688">1812</td> <td data-bbox="480 1608 724 1688"><i>Metrosideros excelsa</i></td> <td data-bbox="724 1608 916 1688">Pōhutukawa</td> <td data-bbox="916 1608 1023 1688">1</td> <td data-bbox="1023 1608 1257 1688">Williams Road (road reserve outside #19)</td> <td data-bbox="1257 1608 1401 1688">Hobsonville</td> </tr> <tr> <td data-bbox="405 1688 480 1794">1980</td> <td data-bbox="480 1688 724 1794"><i>Metrosideros excelsa, Agathis australis</i></td> <td data-bbox="724 1688 916 1794">Pōhutukawa (2), Kauri</td> <td data-bbox="916 1688 1023 1794">3</td> <td data-bbox="1023 1688 1257 1794">Hobsonville Road 104A</td> <td data-bbox="1257 1688 1401 1794">Hobsonville</td> </tr> </table> <p>(c) The Tree Management Plan shall:</p> <p>(i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan</p>	1812	<i>Metrosideros excelsa</i>	Pōhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville	1980	<i>Metrosideros excelsa, Agathis australis</i>	Pōhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville
1812	<i>Metrosideros excelsa</i>	Pōhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville								
1980	<i>Metrosideros excelsa, Agathis australis</i>	Pōhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville								

	<p>(ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:</p> <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9) B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. <p>(iii) 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.</p>
<p>Southern Cross Cable</p>	<p>(a) <u>The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.</u></p> <p>(b) <u>The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.</u></p> <p>(c) <u>Spark must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.</u></p> <p>(d) <u>the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.</u></p>

<p>RE1: Don Buck Road</p>	<p>Added or Amended Condition</p>	
<p>Construction Traffic Management Plan</p>	<p>(a)</p> <p>(b)</p>	<p>A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.</p> <p>The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p>

- (i) methods to manage the effects of temporary traffic management activities on traffic;
- (ii) measures to ensure 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 including;
 - a. How construction traffic will avoid travelling past the schools listed in the table below during school pick-up and drop-off times during term time. Engagement should be undertaken with the schools listed below prior to construction to confirm the restricted times will reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged with and added to the table below. Heavy vehicle movements must also avoid these schools at their peak pick up and drop off time.

<u>School Name</u>	<u>Address</u>	<u>Associated no travel route</u>	<u>Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)!</u>
<u>Westbridge Residential School</u>	<u>488E Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (Westgate Drive to Triangle Road)</u>	<u>The school operates 24 hours. School should be liaised with to ensure students are not affected.</u>
<u>Royal Road School</u>	<u>112 Royal Road, Massey, Waitakere 0614</u>	<u>Royal Road</u>	<u>8:15- 9:00am 3.00pm to 3.30pm</u>
<u>Massey Primary School</u>	<u>326 Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (between Royal Road and Malmo Place)</u>	<u>8.15am to 9.00am 3.00pm to 3.30pm</u>
<u>Massey High School</u>	<u>274 Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (between Royal Road and Donovan Ave)</u>	<u>8.15am to 9.00am 3.00 pm to 3.30pm</u>

	<p>b. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p> <p>(iv) 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;</p> <p>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</p> <p>(vi) methods to maintain access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;</p> <p>(vii) 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; and</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).</p> <p>(c) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.</p> <p>(d) should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.</p>
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RE2: Fred Taylor Drive	Added or Amended Condition
Urban and Landscape Design Management Plan	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.</p> <p>(b) Mana Whenua <u>and Council</u> shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired</p>

	<p>outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. 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, <u>sense of place</u> and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to <u>the experience of a quality urban environment for people and communities</u>; (iii) Ensure that the project integrates with the existing and proposed active mode network; and (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (iv) To achieve the objective, the ULDMP(s) shall provide details of how the project: <p>(d) 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;</p> <ul style="list-style-type: none"> (i) Provides <u>appropriate high quality and safe walking and cycling and micro-mobility</u> connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections <u>to the immediate neighbourhoods and wider community</u>; (ii) Promotes inclusive access (where appropriate); and (iii) 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. <p>(e) 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 – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the
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	<p>interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</p> <ul style="list-style-type: none"> b. Roadside elements – such as lighting, fencing, wayfinding and signage; c. architectural and landscape treatment of all major structures, including bridges and retaining walls; d. Architectural and landscape treatment of noise barriers; e. Landscape treatment of permanent stormwater control wetlands and swales; f. Integration of passenger transport; g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses; h. Historic heritage places with reference to the HHMP; i. Reinstatement of construction and site compound areas, driveways, accessways and fences; j. <u>The design guides and urban design and landscape framework prepared for Redhills Green shall be considered.</u> <p>(f) 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 with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for berms; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23; 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) 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 (iii) 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.
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R1: Coatesville- Riverhead Highway	Added or Amended Condition						
Tree Management Plan	<p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared <u>and submitted to Council for certification</u></p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan <u>including the following scheduled tree:</u></p> <table border="1" data-bbox="400 745 1385 831"> <tr> <td data-bbox="400 745 485 831">2598</td> <td data-bbox="485 745 708 831"><i>Sequoia sempervirens</i></td> <td data-bbox="708 745 892 831">Redwood</td> <td data-bbox="892 745 1018 831">3</td> <td data-bbox="1018 745 1240 831">Coatesville-Riverhead Highway 1135</td> <td data-bbox="1240 745 1385 831">Riverhead</td> </tr> </table> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (iv) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan (v) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include: <ul style="list-style-type: none"> D. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9) E. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches F. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (vi) 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. 	2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead
2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead		

XXXX Coatesville-Riverhead Highway

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Coatesville-Riverhead Highway between State Highway 16 and Riverhead Road</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or</u> CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua

Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their

management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
- (i) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - ~~(ii) Promotes inclusive access (where appropriate)~~
 - (iii) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (iii) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling~~;
- (iv) ~~no new flood prone areas~~;
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
- (ii) diverting overland flow paths away from area of work

- (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua
- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
- (vi) Identification of the properties whose owners will be engaged with

(vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
(viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.

- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
- (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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) 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;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) 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; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (xi) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB

Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c(x),~~ then the methodology in Condition 19 shall apply.

Activities sensitive to Noise are defined in Chapter J of the AUP.

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria ~~for daytime~~

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- b) ~~Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and

~~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 16 and 17 to the extent practicable. To achieve this the objectives, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:

- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration

- (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 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 18(c)(x)
- (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
- (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards ~~at the receivers~~ in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
 - d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;

- (ix) Methods for avoiding, remedying or mitigation 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
- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:

- A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
- D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
- E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
- F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
- G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
 - (i) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
 - 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands
- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan including the following scheduled tree:

2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
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(c) The Tree Management Plan shall:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
- A. planting to replace trees that require removal (with reference to the ULDMMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
- (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- ~~c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
- ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ the premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
- k) Structural Mitigation – has the same meaning as in NZS 6806.

26. The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.

27. 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 3 PPFs Noise Criteria Categories.

28. Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options~~ following the process set out in 6806, unless that process is varied by these conditions.

29. The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building

~~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.~~

30. 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.

31. 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').

- 32.** 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.
- 33.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
- The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - 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
 - The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
 - The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - The options available for Building-Modification Mitigation to the building, if required
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.
- 35.** 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.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- The Requiring Authority has completed Building Modification Mitigation to the building; or
 - An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - 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 33 (including where the owner did not respond within that period); or
 - The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- 37.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
- 38.** The ~~requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists and there is no new PPF constructed in the same or similar location; or

- b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
39. The final design shall ensure that the location of the 55dB $L_{Aeq(24hr)}$ contour across any land zoned FUZ or Residential is approximately consistent (within 2dB $L_{Aeq(24hr)}$) with the location of the 55dB $L_{Aeq(24hr)}$ contour [that was provided with the NoR application - requires formal reference]
40. **Network Utility Management Plan (NUMP)**
- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
- (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Riverhead, from the State Highway 16 intersection to the intersection with Riverhead Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded transport corridor and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

XXXX Don Buck Road

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Don Buck Road between Royal Road and the Fred Taylor intersection</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.

Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits

	of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga

Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
- (ii) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling~~;
- (iv) ~~no new flood prone areas~~;
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
- (ii) diverting overland flow paths away from area of work
- (iii) minimising the physical obstruction to flood flows at the road sag points

- (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

- (a) (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
 - (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
 - (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
 - (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.
- (b) To achieve the objective, the SCEMP shall include:
- (i) a description of the approach to achieve the objectives of the SCEMP
 - (ii) 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)
 - (iii) 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
 - (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua
 - (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
 - (vi) Identification of the properties whose owners will be engaged with

- (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
- (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iv) 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 including;
 - a. How construction traffic will avoid travelling past the schools listed in the table below during school pick-up and drop-off times during term time. Engagement should be undertaken with the schools listed below prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be consulted with and added to the table below. Heavy vehicle movements must also avoid these schools at their peak pick up and drop off time.

<u>School Name</u>	<u>Address</u>	<u>Associated no travel route</u>	<u>Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)!</u>
<u>Westbridge Residential School</u>	<u>488E Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (Westgate Drive to Triangle Road)</u>	<u>The school operates 24 hours.</u> <u>School should be liaised with to ensure students are not affected.</u>
<u>Royal Road School</u>	<u>112 Royal Road, Massey, Waitakere 0614</u>	<u>Royal Road</u>	<u>8.15- 9.00am</u> <u>3.00pm to 3.30pm</u>
<u>Massey Primary School</u>	<u>326 Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (between Royal Road and Malmo Place)</u>	<u>8.15am to 9.00am</u> <u>3.00pm to 3.30pm</u>
<u>Massey High School</u>	<u>274 Don Buck Road, Massey, Auckland 0614</u>	<u>Don Buck Road (between Royal Road and Donovan Ave)</u>	<u>8.15am to 9.00am</u> <u>3.00 pm to 3.30pm</u>

- b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- (iv) 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;
- (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
- (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
- (vii) 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; and

- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
- (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (xi) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x)~~, then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 4999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- a) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
 (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- b) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- c) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 (iii) Set out the methods for scheduling works to minimise disruption; and
 (iv) Ensure engagement with affected receivers and timely management of complaints
- d) ~~The objective 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 16 and 17 to the extent practicable. To achieve this the~~ objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:

- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
- (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(e)(x)~~
- (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards ~~criteria~~ of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
- (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards ~~at the receivers~~ in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
- d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation 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

- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:
 - A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
 - D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
 - E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
- (b) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands

- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan including the following scheduled tree:

2598	<i>Sequoia sempervirens</i>	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
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- (c) The Tree Management Plan shall:
- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

- (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- c) ~~Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if ~~any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where~~ the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
 - i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
 - j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
 - k) Structural Mitigation – has the same meaning as in NZS 6806.
- 26.** The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to ~~38~~ 39 (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.
- 27.** 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 3 PPFs Noise Criteria Categories.
- 28.** Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options following the process set out in 6806, unless that process is varied by these conditions.~~
- 29.** The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
- ~~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.~~
- 30.** 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.

- 31.** 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').
- 32.** 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.
- 33.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
 - a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - b) 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
 - c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
 - a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b) The options available for Building-Modification Mitigation to the building, if required 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.
- 35.** 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.

36. Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
37. The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
38. The ~~requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- a) ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

39. The final design shall ensure that the location of the 55dB LAeq(24hr) contour across any land zoned FUZ or Residential is approximately consistent (within 2dB LAeq(24hr)) with the location of the 55dB LAeq(24hr) contour [that was provided with the NoR application - requires formal reference]

40. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Schedule 1: General Accordance Plans and Information

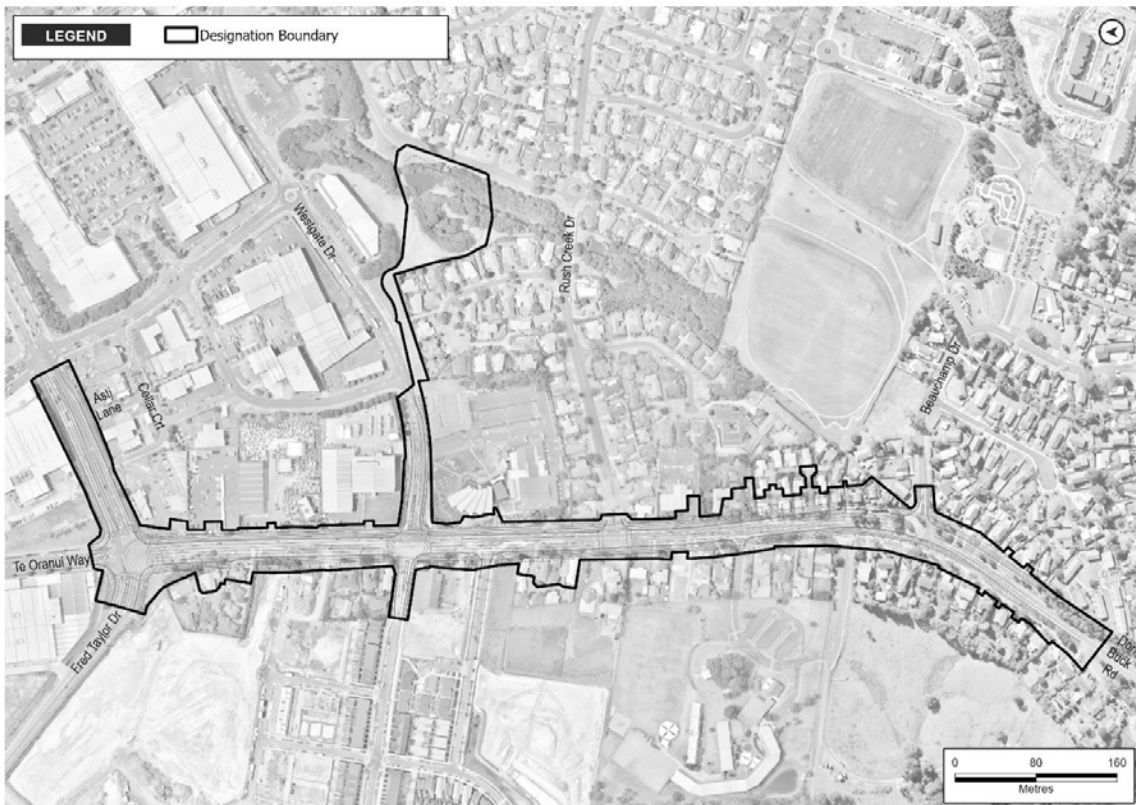
Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Redhills, From the Fred Taylor Drive and Te Oranui Way intersection to Redhills East-West Arterial Transport Corridor – Dunlop Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments,

- retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

1433 Road - Fred Taylor Drive Transport Corridor

Designation Number	1433
Requiring Authority	Auckland Transport
Location	Fred Taylor Drive, Massey/Whenuapai
Rollover Designation	Yes
Legacy Reference	Designation NZTA3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Transport Corridor

Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

Explanation:

This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1.

Note:

That major earthworks may require a regional consent from the Auckland Council.

The following conditions apply to the area subject to the section 181 alteration to the designation for the North West Local Arterial Project for a transport corridor on Fred Taylor Drive between Dunlop Road and Hailes Road.

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan

Certification	<p>Confirmation from the Manager that a material change to a <u>plan or</u> CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga

HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.
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1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Conditions 1 – 36 of this designation shall only apply to the work described in the Project Description and the altered area identified in Concept Plan in Schedule 1.

3. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

4. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua

to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
 - (ii) Provides appropriate high quality and safe walking and cycling connectivity to, and interfaces with,

- existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~
vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
- (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences
 - j. The design guides and urban design and landscape framework prepared for Redhills Green shall be considered.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling~~;
 - (iv) ~~no new flood prone areas~~;
 - (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
 - (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
 - (vii) no increase in flood levels in a 1% AEP event for infrastructure;
 - (viii) no loss in overland flow path capacity, unless provided by other means;
 - (ix) no new flood prone areas; and
 - (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~400-year AR1~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain

- (ii) diverting overland flow paths away from area of work
 - (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. ~~The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.~~

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua
- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with

- (vi) Identification of the properties whose owners will be engaged with
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with ManaWhenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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) 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;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) 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; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (xi) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19e)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and

- (iv) Ensure engagement with affected receivers and timely management of complaints
- d) ~~The objective 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 16 and 17 to the extent practicable.~~ To achieve ~~this~~ the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
 - (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls~~ ~~Condition 18(c)(x)~~
 - (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards criteria of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
 - (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the

Schedule, when:

- (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards ~~at the receivers~~ in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
- d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;

- (v) 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;
- (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
- (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
- (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) Methods for avoiding, remedying or mitigation 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
- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electronic~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification

(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan

(c) The Tree Management Plan shall:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (i) 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.

22. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- ~~c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if ~~any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where~~ the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

23. Traffic Noise

For the purposes of Conditions 26 to ~~37~~ 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806

- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
- k) Structural Mitigation – has the same meaning as in NZS 6806.

24. The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.

25. 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 3 PPFs Noise Criteria Categories.

26. Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options~~ following the process set out in 6806, unless that process is varied by these conditions.

27. The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building

~~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.~~

28. 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.

29. 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').
30. 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.
31. For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 30 above if:
 - a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - b) 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
 - c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

32. Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
 - a. If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b. The options available for Building-Modification Mitigation to the building, if required
 - c. 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.
33. 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.
34. Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
 - a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of

- construction of the Project.
35. The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
 36. The ~~requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
 - a) ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
 37. The final design shall ensure that the location of the 55dB L_{Aeq(24hr)} contour across any land zoned FUZ or Residential is approximately consistent (within 2dB L_{Aeq(24hr)}) with the location of the 55dB L_{Aeq(24hr)} contour [that was provided with the NoR application - requires formal reference]
 38. **Network Utility Management Plan (NUMP)**
 - (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
 - (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
 - (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
 - (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
 - (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
 - (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.
 - (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

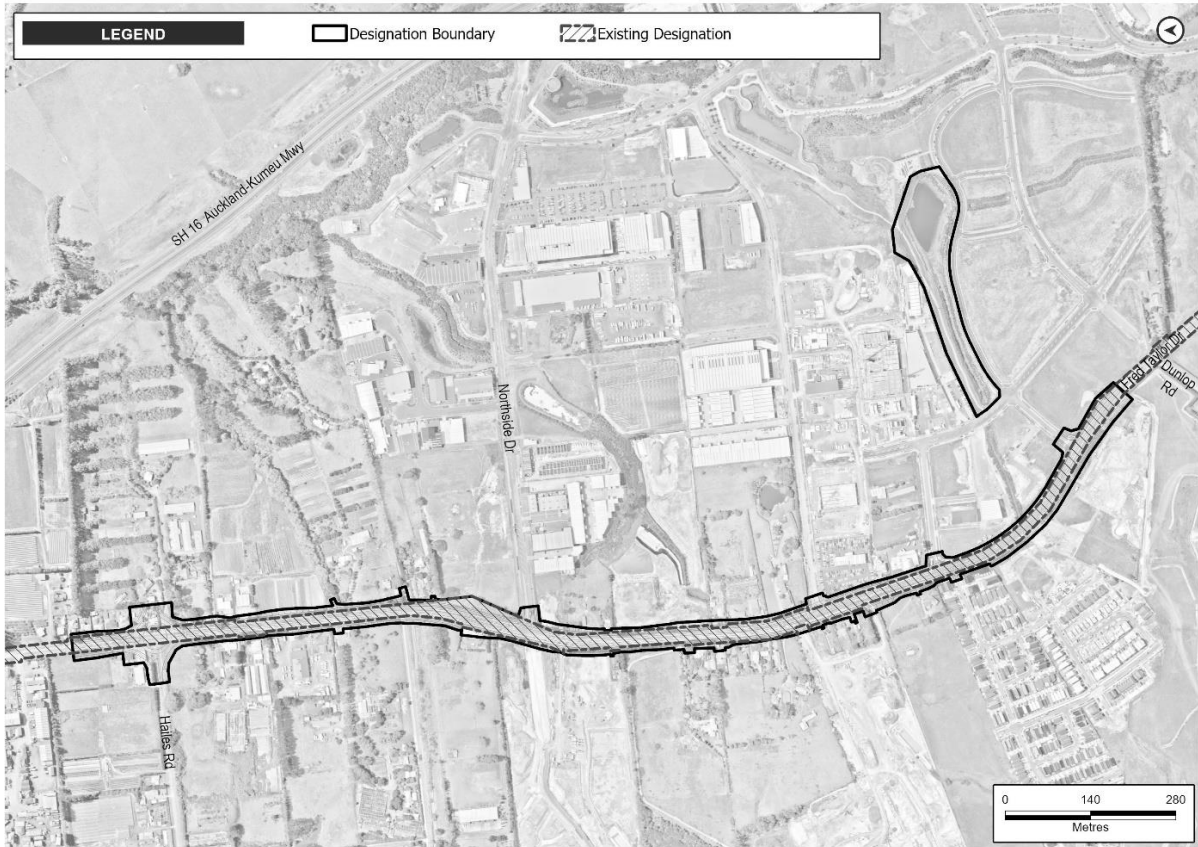
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to a transport corridor in Redhills, from the Hailes Road intersection to the intersection with Dunlop Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) An upgraded transport corridor, including public transport and active transport facilities;
- b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridgeworks area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

XXXX Trig Road (North)

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Trig Road in Whenuapai between Brigham Creek Road and State Highway 18</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or</u> CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua

Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work,

- Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.

- d) 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
 - (ii) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching

- e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;~~
- (iv) ~~no new flood prone areas;~~
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100-year AR1~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
 - (ii) diverting overland flow paths away from area of work
 - (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua

- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
 - (vi) Identification of the properties whose owners will be engaged with
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - 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 including;
 - a. How heavy vehicles will avoid travelling along Trig Road, between SH16 and Hobsonville Road, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.
 - b. Details of consultation (including outcomes agreed) with the applicant and Trig Road School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
 - c. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- (iv) 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;
- (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
- (vi) methods to maintain vehicle access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
- (vii) 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; and
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
- (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (xi) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19c(x), then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints
- d) ~~The objective 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 16 and 17 to the extent practicable. To achieve this the~~ the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:

- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
- (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(e)(x)~~
- (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards ~~criteria~~ of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
- (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards at the receivers in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
 - d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation 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

- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:
 - A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
 - D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
 - E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
- (e) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands

- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan:
- (c) The Tree Management Plan shall:
- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).

- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- c) ~~Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - (i) ~~The volume of traffic exceeds 10,000 vehicles per day; or~~
 - (ii) ~~The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - (iii) ~~It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - (iv) ~~It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if ~~any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where~~ the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories

- (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
- k) Structural Mitigation – has the same meaning as in NZS 6806.

The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.

27. 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 3 PPFs Noise Criteria Categories.
28. Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options following the process set out in 6806, unless that process is varied by these conditions.~~
29. The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
~~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.~~
30. 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.
31. 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').

- 32.** 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.
- 33.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
- a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - b) 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
 - c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b) The options available for Building-Modification Mitigation to the building, if required 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.
- 35.** 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.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and

- the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
37. The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
38. ~~The requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- a) ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

39. The final design shall ensure that the location of the 55dB L_{Aeq(24hr)} contour across any land zoned FUZ or Residential is approximately consistent (within 2dB L_{Aeq(24hr)}) with the location of the 55dB L_{Aeq(24hr)} contour [that was provided with the NoR application - requires formal reference]

40. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

41. Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (b) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (c) Spark must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (d) the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.

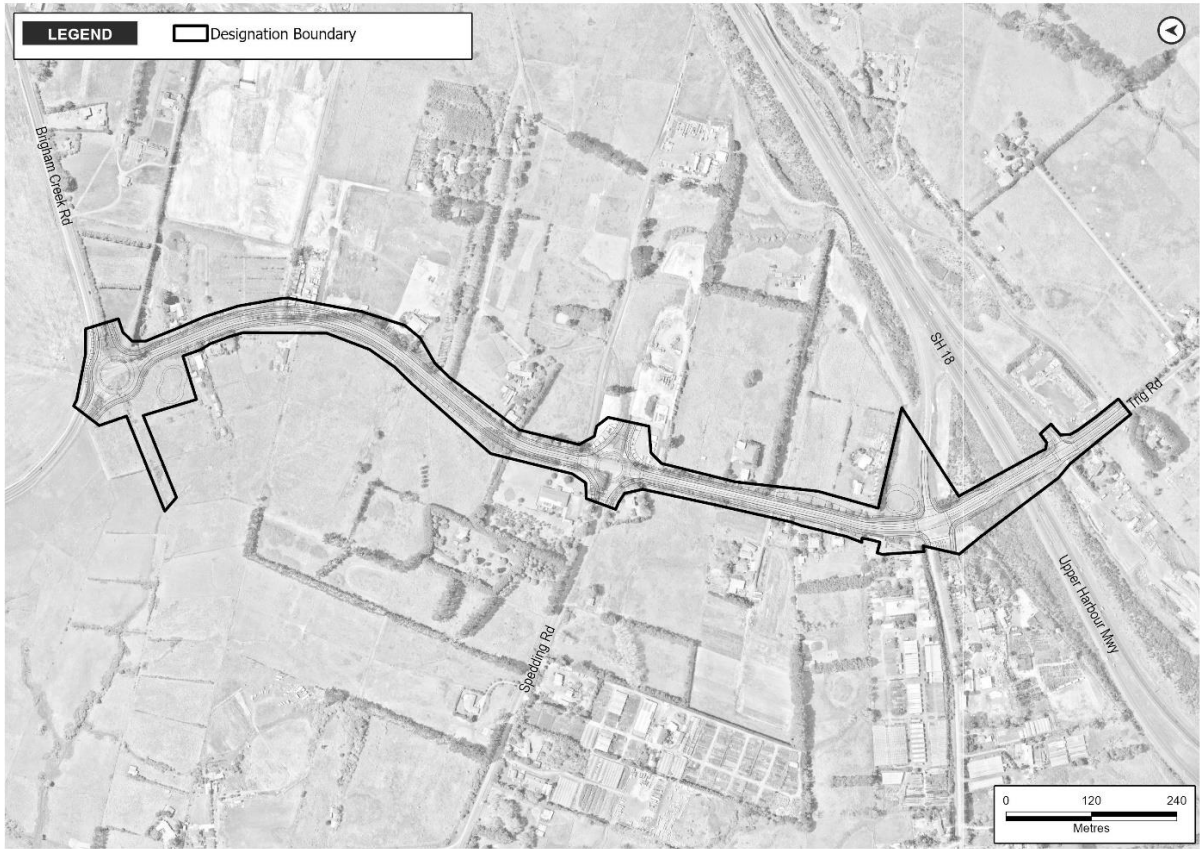
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Whenuapai, from the Brigham Creek Road intersection to Trig Road (South), including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded transport corridor and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, storm watermanagement systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

XXXX Māmari Road

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Māmari Road in Whenuapai between Brigham Creek Road and Northside Drive</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua

Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga

Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
 - (ii) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced

species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling~~;
- (iv) ~~no new flood prone areas~~;
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
 - (ii) diverting overland flow paths away from area of work
 - (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. ~~The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.~~

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua

- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
 - (vi) Identification of the properties whose owners will be engaged with
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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) 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;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) 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; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (x) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB

Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19e)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
 - (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

- a) **18. Construction Noise and Vibration Management Plan (CNVMP)** A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints
- ~~d) The objective 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 16 and 17 to the extent practicable. To~~

achieve ~~this~~ the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:

- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
- (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls~~ ~~Condition 18(c)(x)~~
- (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards ~~criteria~~ of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
- (xiii) Requirements for review and update of the CNVMP.
- (xiv) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards ~~at the receivers~~ in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
- d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation 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

- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:
 - A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
 - D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
 - E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
- (e) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands
- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan:

(c) The Tree Management Plan shall:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
- (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- ~~c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
- (i) ~~only the~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
- k) Structural Mitigation – has the same meaning as in NZS 6806.
- 26.** The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.
- 27.** 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 3 PPFs Noise Criteria Categories.
- 28.** Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options~~ following the process set out in 6806, unless that process is varied by these conditions.
- 29.** The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
- ~~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.~~
- 30.** 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.
- 31.** 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').
- 32.** 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.
- 33.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
- a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or

- b) 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
- c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
- d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b) The options available for Building-Modification Mitigation to the building, if required
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.
- 35.** 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.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- 37.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
- 38.** ~~The requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- a) ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

39. The final design shall ensure that the location of the 55dB LAeq(24hr) contour across any land zoned FUZ or Residential is approximately consistent (within 2dB LAeq(24hr)) with the location of the 55dB LAeq(24hr) contour [that was provided with the NoR application - requires formal reference]

40. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
- (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

41. Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (b) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (c) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (d) the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.

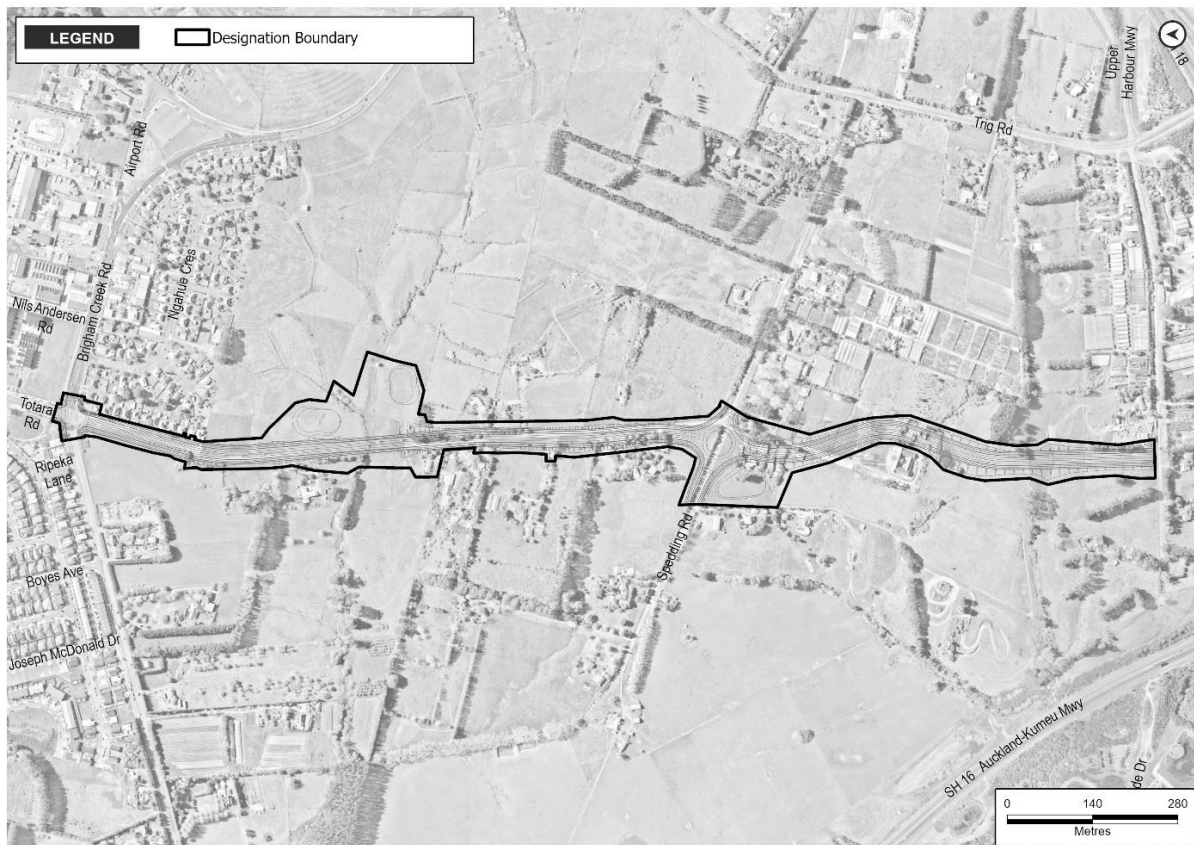
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Whenuapai, from the Brigham Creek Road intersection to the intersection with Northside Drive, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

XXXX Brigham Creek Road

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Brigham Creek Road in Whenuapai between State Highway 16 and State Highway 18</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua

Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project

- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments(2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
 - (ii) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences
 - j. Any retaining walls that affect existing residential lots in Whenuapai 1 Precinct that adjoin Brigham Creek Road must be as low as practicable and of a suitable finish to ensure existing residential dwellings have outlook over the street.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - (a) weed control and clearance
 - (b) pest animal management (to support plant establishment)

- (c) ground preparation (top soiling and decompaction)
- (d) mulching
- (e) plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;~~
- (iv) ~~no new flood prone areas;~~
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~400-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and

temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
 - (ii) diverting overland flow paths away from area of work
 - (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. ~~The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.~~

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP

- (ii) 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)
 - (iii) 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
 - (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua
 - (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
 - (vi) Identification of the properties whose owners will be engaged with
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural

Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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 including:
 - (a) How heavy vehicles must avoid travelling along Brigham Creek Road (between Trig Road and Joseph McDonald Drive), during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the Whenuapai School prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.
 - (b) Details of consultation (including outcomes agreed) with the applicant and Whenuapai School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
 - (c) Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
 - (iv) 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;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) 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; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (x) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
 - (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19

~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;

- (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints
- d) ~~The objective 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 16 and 17 to the extent practicable. To achieve this~~ the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:
- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
 - (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls~~ Condition 18(e)(x)
 - (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards criteria of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
 - (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
- (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards at the receivers in Condition 17.

- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
- d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;

- (ix) Methods for avoiding, remedying or mitigation 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
- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:

- A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
 - D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
 - E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
- (e) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands
- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan:

(c) The Tree Management Plan shall:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
- (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- ~~c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if ~~any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where~~ the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
- (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
- k) Structural Mitigation – has the same meaning as in NZS 6806.
26. The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.
27. 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 3 PPFs Noise Criteria Categories.
28. Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options following the process set out in 6806, unless that process is varied by these conditions.
29. The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
- ~~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.~~
30. 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.
31. 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').
32. 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.
33. For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
- a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - b) 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
- c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
- d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b) The options available for Building-Modification Mitigation to the building, if required
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.
- 35.** 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.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- 37.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
- 38.** ~~The requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- a) ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
- 39.** The final design shall ensure that the location of the 55dB LAeq(24hr) contour across any land zoned FUZ or Residential is approximately consistent (within 2dB LAeq(24hr)) with the location of the 55dB LAeq(24hr) contour [that was provided with the NoR application - requires formal reference]

40. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.

- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

41. Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (b) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (c) Spark must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (d) the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.

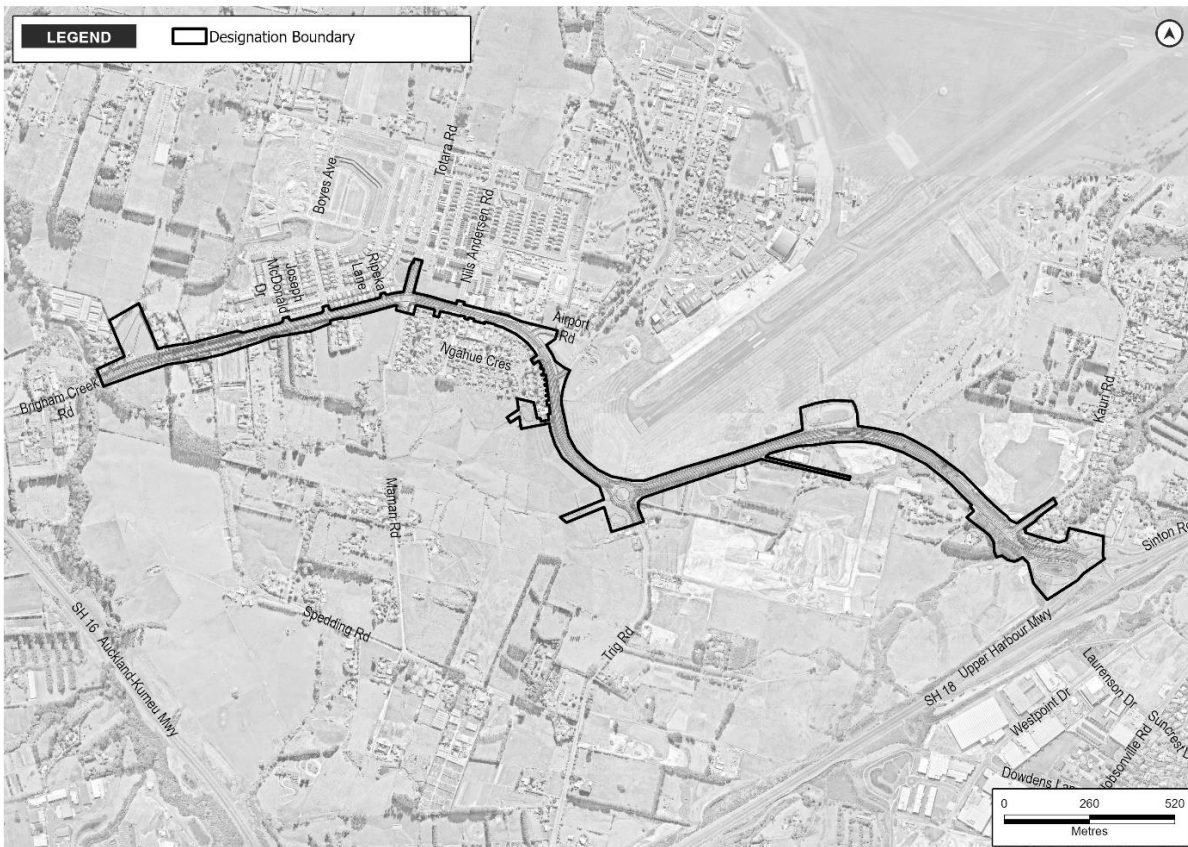
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Whenuapai, from Totara Creek bridge to SH18 Brigham Creek Interchange, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded transport corridor and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

XXXX Spedding Road

Designation Number	<u>XXXX</u>
Requiring Authority	<u>Auckland Transport</u>
Location	<u>Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road</u>
Lapse Date	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua

Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
- (b) Where there is inconsistency between:
 - (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.

2. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

3. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction of a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4. Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga

Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
 - (ii) Provides ~~appropriate~~ high quality and safe walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~ vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
 - (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced

species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
- (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;~~
- (iv) ~~no new flood prone areas;~~
- (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
- (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
- (vii) no increase in flood levels in a 1% AEP event for infrastructure;
- (viii) no loss in overland flow path capacity, unless provided by other means;
- (ix) no new flood prone areas; and
- (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.

(b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100 year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

(c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
 - (ii) diverting overland flow paths away from area of work
 - (iii) minimising the physical obstruction to flood flows at the road sag points
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan(SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. ~~The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.~~

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua

- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with
 - (vi) Identification of the properties whose owners will be engaged with
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
- d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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 including:
 - a. How heavy vehicles must avoid travelling along Hobsonville Road (between Brigham Creek Road and West Point Drive) during before-school and after-school times (between 8.15am - 9.00am and 3.00 – 3.30pm), during term time. Engagement should be undertaken with Hobsonville School prior to construction to confirm the restricted times still reflect the school’s peak before school and after school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged with. Heavy vehicles movements must also avoid these new schools, during their before-school and after-school travel times.
 - b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
 - (iv) 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;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) 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; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (x) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB

	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3 2016: 1999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
- (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints
- d) ~~The objective 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 16 and 17 to the extent practicable. To achieve this the~~ objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:

- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
- (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(e)(x)~~
- (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards ~~criteria~~ of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
- (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards at the receivers in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish dates
 - (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
 - d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation 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

- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Pre-Construction Ecological Survey

- a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ work area are still present
 - (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 or any updated versions.
- b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22. Ecological Management Plan (EMP)

- a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) and submitted to Council for certification prior to the Start of Construction for a Stage of Work. 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 21(b) for the presence of long tail bats, the EMP may include:
 - A. measures to minimise 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. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat
 - D. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding
 - E. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - F. A bat sensitive lighting regime shall be included as part of the Ecological Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - G. A detailed lighting design shall be prepared consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.
- (e) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- 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 50m 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 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should 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 and Experienced Person. 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) as confirmed by a Suitably Qualified and Experienced Person; and
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person.
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).
 - v. minimising light spill from construction areas into Wetlands
- (e) The EMP shall be consistent in compliance with conditions of any regional resource consents granted for the Project.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- *Stream and/or wetland restoration plans;*
- *Vegetation restoration plans; and*
- *Fauna management plans (eg avifauna, herpetofauna, bats).*

23. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan:

(c) The Tree Management Plan shall:

- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
- (iii) 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.

24. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- ~~c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

25. Traffic Noise

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
 - i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
 - j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
 - k) Structural Mitigation – has the same meaning as in NZS 6806.
- 26.** The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.
- 27.** 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 3 PPFs Noise Criteria Categories.
- 28.** Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options~~ following the process set out in 6806, unless that process is varied by these conditions.
- 29.** The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
- ~~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.~~
- 30.** 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.
- 31.** 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').
- 32.** 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.
- 33.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:

- a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
- b) 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
- c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
- d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 34.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- a) If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - b) The options available for Building-Modification Mitigation to the building, if required
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.
- 35.** 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.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- a) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - c) 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 33 (including where the owner did not respond within that period); or
 - d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- 37.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
- 38.** The ~~requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- a) ~~the~~ Any PPF identified in Schedule 3: PPFs Noise Criteria Categories no longer exists and there is no new PPF constructed in the same or similar location; or
 - b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
- 39.** The final design shall ensure that the location of the 55dB LAeq(24hr) contour across any land zoned FUZ or Residential is approximately consistent (within 2dB LAeq(24hr)) with the location of the 55dB LAeq(24hr) contour [that was provided with the NoR application - requires formal reference]

40. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Schedule 1: General Accordance Plans and Information

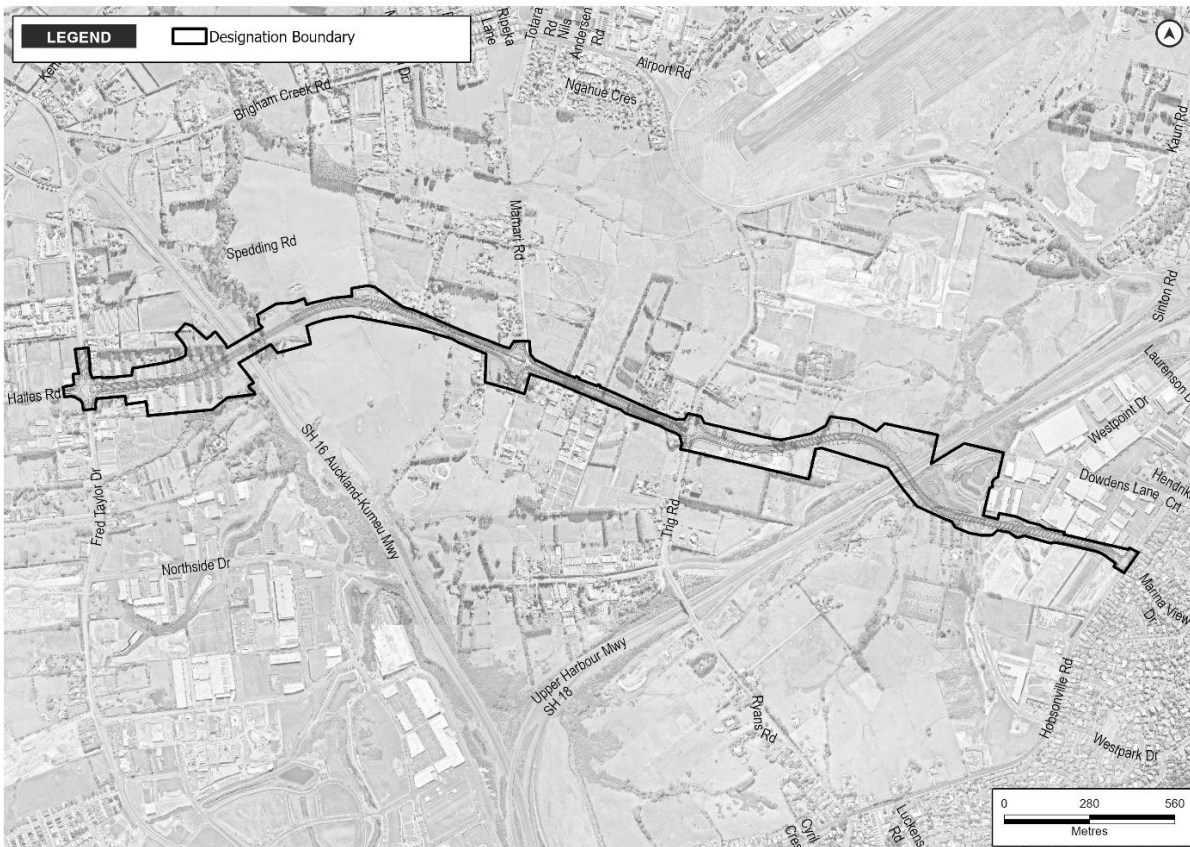
Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Whenuapai, from the Fred Taylor Drive intersection to the intersection with Hobsonville Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and

- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Attachments

No attachments.

1437 Road - Hobsonville Road Transport Corridor

Designation Number	1437
Requiring Authority	Auckland Transport
Location	Hobsonville Road, Hobsonville
Rollover Designation	Yes
Legacy Reference	Designation NZTA2, Auckland Council District Plan (Waitākere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Transport corridor.

Conditions

1. Where an outline plan of works is submitted in accordance with s176A of the Act, prior to commencing the project of work, that plan shall be accompanied by:
 - a. a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the Plan; and
 - b. an assessment of the effects the works described in the outline plan will have on the environment.

Explanation:

While it is accepted that the project or works will be (or should be) in accordance with the designated purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

Explanation:

This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 2.

Note:

That major earthworks may require a regional consent from the Auckland Council.

The following conditions apply to the area subject to the section 181 alteration to the designation for the North West Local Arterial Project for a transport corridor on Hobsonville Road between Oriel Avenue and Memorial Park Lane

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or</u> CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 (<u>or any updated version</u>).
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing

Acronym/Term	Definition
	<ul style="list-style-type: none"> • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.

Acronym/Term	Definition
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
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) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (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
 - (b) Where there is inconsistency between:
 - (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.
2. Conditions 1-36 of this designation shall only apply to the work described in the Project Description and the altered areas in Concept Plan in Schedule 1.

3. Project Information

- (a) A project website, or equivalent virtual information source, shall be established 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. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project
 - (ii) anticipated construction timeframes
 - (iii) contact details for enquiries
 - (iv) a subscription service to enable receipt of project updates by email
 - (v) how to apply for consent for works in the designation under s176(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.

4. Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction for a Stage of Works or as soon as otherwise practicable:
 - (i) In conjunction with landowner(s) review the extent of the designation required for construction purposes 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
 - (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5. Network Utility Operators (Section 176 Approval)

- (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
 - (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (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 Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7. Management Plans

- (a) Any management plan shall:
 - (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) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (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 or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8. Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua

to prepare a Cultural Advisory Report that:

- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14.
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

9. Urban and Landscape Design Management Plan (ULDMP)

- a) A ULDMP shall be prepared in consultation with key stakeholders (including Auckland Council) prior to the Start of Construction for a Stage of Work
- b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape, sense of place, and urban context
 - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities.
- c) The ULDMP shall be prepared in general accordance with:
 - (i) Auckland Transport's Urban Roads and Streets Design Guide
 - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version
 - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version
 - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version
 - (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
 - (vi) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vii) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- d) 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
 - (ii) Provides appropriate high quality and safe walking and cycling connectivity to, and interfaces with,

- existing or proposed adjacent land uses, public transport infrastructure and walking, ~~and cycling,~~
vehicular, and micro-mobility connections to the immediate neighbourhoods and wider community
- (iii) Promotes inclusive access (~~where appropriate~~)
 - (iv) 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
 - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- e) 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 facilities and public transport
 - (i) landscape and urban design details – that cover the following:
 - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment
 - b. Roadside elements – such as lighting, fencing, wayfinding and signage
 - c. architectural and landscape treatment of all major structures, including bridges and retaining walls
 - d. Architectural and landscape treatment of noise barriers
 - e. Landscape treatment of permanent stormwater control wetlands and swales
 - f. Integration of passenger transport
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses
 - h. Historic heritage places with reference to the HHMP
 - i. Re-instatement of construction and site compound areas, driveways, accessways and fences.
- f) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
 - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained
 - b. street trees, shrubs and ground cover suitable for berms
 - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones
 - d. planting of stormwater wetlands
 - e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23
 - f. integration of any planting requirements required by conditions of any resource consents for the project
 - g. re-instatement planting of construction and site compound areas as appropriate.
 - (ii) 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
 - (iii) detailed specifications relating to the following:
 - a. weed control and clearance
 - b. pest animal management (to support plant establishment)
 - c. ground preparation (top soiling and decompaction)
 - d. mulching
 - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Advice Note:

This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front

yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) ~~no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;~~
 - (iv) ~~no new flood prone areas;~~
 - (v) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;
 - (vi) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
 - (vii) no increase in flood levels in a 1% AEP event for infrastructure;
 - (viii) no loss in overland flow path capacity, unless provided by other means;
 - (ix) no new flood prone areas; and
 - (x) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) 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.

11. Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.
- (b) The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain
- (ii) diverting overland flow paths away from area of work
- (iii) minimising the physical obstruction to flood flows at the road sag points
- (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events

- (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)
- (b) The objective 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. To achieve the objective, the CEMP shall include:
- (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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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 to manage flood risk during construction, including methods to respond to warnings of heavy rain
 - (vii) methods for providing for the health and safety of the general public
 - (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) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12. Stakeholder and Communication and Engagement Management Plan (SCEMP)

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification. ~~The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.~~

The objectives of the SCEMP are to:

- (i) identify how the public, community and stakeholders (including directly affected businesses, community organisations, landowners and occupiers) will be proactively engaged with during the planning stage, and throughout the construction phase.
- (ii) develop and maintain relationships over the time period from planning to completion of construction with the community and the diverse range of stakeholders.
- (iii) provide a framework to identify, record and respond to concerns raised by the public, community and stakeholders during the planning and construction phase.
- (iv) Ensure that current and new stakeholders are provided the opportunity to obtain information, and engage with the project, and clearly understand the implications of the designation and the construction works.

(b) To achieve the objective, the SCEMP shall include:

- (i) a description of the approach to achieve the objectives of the SCEMP
- (ii) 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)
- (iii) 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
- (iv) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua
- (v) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged and communicated with
- (vi) Identification of the properties whose owners will be engaged with
- (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above

- (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant
 - (ix) methods for engaging with Hobsonville School. The School must be contacted at least ten working days prior to the start of any construction within 100m of the school boundary.
- c) The initial SCEMP for the planning phase shall be prepared within six months of confirmation of the NoR and submitted to Council for certification.
 - d) Any subsequent SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days prior to the Start of Construction for a Stage of Work.

13. Complaints Register

- a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (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) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate
 - (iv) The outcome of the investigation into the complaint
 - (v) 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.
- b) 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.

14. Cultural Monitoring Plan

- a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with ManaWhenua
- b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works
- c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua
 - (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 to undertake cultural monitoring, including any geographic definition of their responsibilities
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15. Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure 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 and childcare centres, or to manage traffic congestion including;

a. How heavy vehicles will avoid travelling past the schools listed in the table below during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school’s peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be consulted. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.

<u>School</u>	<u>Address</u>	<u>Restricted roads</u>	<u>Restricted time</u>
<u>Trig Road School</u>	<u>13 Trig Road</u>	<u>Trig Road</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville School</u>	<u>104 Hobsonville Road</u>	<u>Hobsonville Road (between Brigham Creek road and West Point Drive)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville Point Secondary School</u>	<u>70 Hobsonville Point Road</u>	<u>Hobsonville Road (between De Havilland Road and Te Rito Road)</u> <u>Buckly Avenue</u> <u>Squadron Drive (between the Western Motorway and Mapou Road)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>

- b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- c. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.

- (iv) 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;
- (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
- (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
- (vii) 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; and
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
- (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (xi) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16. Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 17.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c(x)~~, then the methodology in

Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

17. Construction Vibration Standards

- (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 CNV2 Construction vibration Standards criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:2016 4999	

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

- (b) If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:
- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.
- (c) The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.
- (d) If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule to the CNVMP following the process set out in Condition 19
- ~~b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.~~

18. Construction Noise and Vibration Management Plan (CNVMP)

- a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification
- b) A CNVMP shall be implemented during the Stage of Work to which it relates
- c) The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO);
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints

- d) ~~The objective 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 16 and 17 to the extent practicable. To achieve this the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:~~
- (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) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration
 - (vii) Procedures for effective 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 and effective 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 16) and/or vibration standards (Condition 17 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 16) and/or vibration standards (Condition 17 Category B) will not be practicable and where Schedules may be required ~~sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(e)(x)~~
 - (xii) Procedures for:
 - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration standards ~~criteria~~ of Condition 17
 - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration
 - (xiii) Requirements for review and update of the CNVMP.

19. Schedule to a CNVMP

- a) ~~Unless otherwise provided for in a CNVMP, a~~ Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
- (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or
 - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) Construction vibration is either predicted or measured to exceed the Category B standards ~~at the receivers~~ in Condition 17.
- b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- (i) Construction activity location, start and finish dates

- (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 and predicted duration of the exceedance
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why
 - (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account
 - (vi) Location, times and types of monitoring.
- c) The Schedule shall be submitted to the Manager for certification 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
- d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20. Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (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) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) 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;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) 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;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation 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
- (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
- (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, 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 (to the extent the training relates to cultural values identified under Condition 14; and
- (c) ~~Electric~~ Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21. Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared and submitted to Council for certification
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan including the following scheduled trees:

1812	<i>Metrosideros excelsa</i>	Pöhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville	
1980	<i>Metrosideros excelsa, Agathis australis</i>	Pöhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville	Pt Allotment 41 PSH OF Waipareira

- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMMP planting design details in Condition 9)
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

- (iii) 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.

22. Low Noise Road Surface

- a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).
- b) A low-noise Asphaltic concrete surfacing (or equivalent or better low noise road surface) shall be implemented within 12 months of Completion of Construction of the project
- c) ~~Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:~~
 - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
 - ~~(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
 - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
 - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if ~~any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where~~ the application of the low-noise asphaltic concrete surfacing (or equivalent or better low noise road surface) is no longer practicable or no longer required on the road or a section of it for noise reduction purposes. Such advice shall also indicate when any resealing is to occur.

23. Traffic Noise

For the purposes of Conditions 26 to 38:

For the purposes of Conditions 26 to 38:

- a) Building-Modification Mitigation – has the same meaning as in NZS 6806
- b) Design year has the same meaning as in NZS 6806
- c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed
- d) Habitable Space – has the same meaning as in NZS 6806
- e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories
- f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- g) 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)
- h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads
- i) Protected Premises and Facilities (PPFs) – means
 - (i) ~~only~~ The premises and facilities identified in green, orange or red in Schedule 3: PPFs Noise Criteria Categories
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.

- j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806
 - k) Structural Mitigation – has the same meaning as in NZS 6806.
- 24.** The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 38 (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.
- 25.** 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 3 PPFs Noise Criteria Categories.
- 26.** Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for ~~the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options following the process set out in 6806, unless that process is varied by these conditions.~~
- 27.** The process for determining the BPO for noise barriers that might be part of any Structural Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building
- ~~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.~~
- 28.** 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.
- 29.** 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').
- 30.** 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.
- 31.** For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
- a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - b) 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
 - c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the

- owner did not respond within that period); or
- d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- 32.** Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
- If Building-Modification Mitigation is required to achieve 40 dB LAeq (24h) inside habitable spaces
 - The options available for Building-Modification Mitigation to the building, if required. 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.
- 33.** 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.
- 34.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- The Requiring Authority has completed Building Modification Mitigation to the building; or
 - An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - 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 33 (including where the owner did not respond within that period); or
 - The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- 35.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
- 36.** ~~The requirements of conditions 26 to 39 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:
- ~~the Any PPF identified in Schedule 3: PPFs Noise Criteria Categories~~ no longer exists exists and there is no new PPF constructed in the same or similar location; or
 - agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
- 37.** The final design shall ensure that the location of the 55dB LAeq(24hr) contour across any land zoned FUZ or Residential is approximately consistent (within 2dB LAeq(24hr)) with the location of the 55dB LAeq(24hr) contour [that was provided with the NoR application - requires formal reference]

38. Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. 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; and
 - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).
- (d) The development the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (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.
- (h) 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.

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

39. Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (b) The contractor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (c) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.

- (d) the project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, the project design team must notify and liaise with Spark to agree on an acceptable alternative design solution.

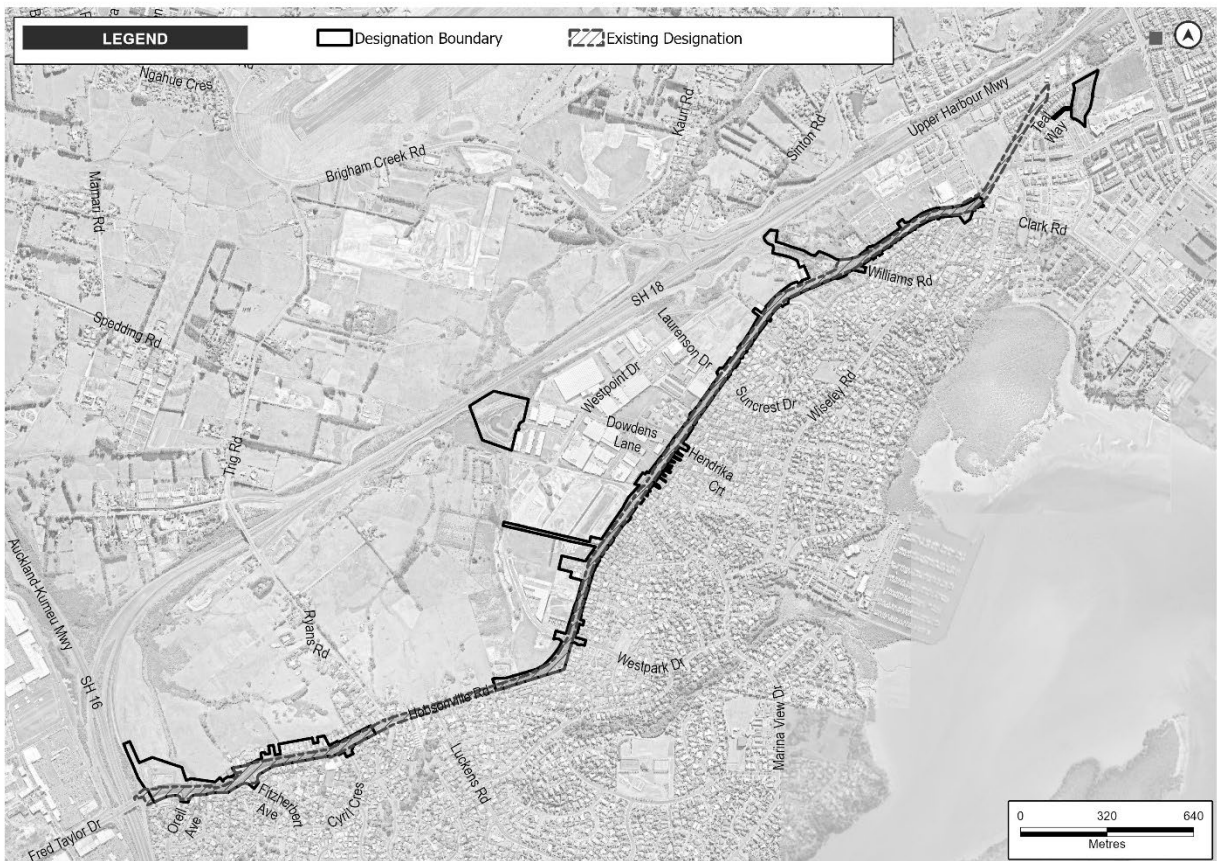
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to a transport corridor in Whenuapai, from Oriel Avenue to Trig Road (South) and from Trig Road (South) to the intersection with Memorial Park Lane, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded transport corridor and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
33 Hobsonville Road	Altered Road	C
39 Hobsonville Road	Altered Road	C
35 Hobsonville Road	Altered Road	C
1/383 Hobsonville Road	Altered Road	C
61 Hobsonville Road	Altered Road	C
31 Hobsonville Road	Altered Road	C
41 Hobsonville Road	Altered Road	C
369 Hobsonville Road	Altered Road	C
29 Hobsonville Road	Altered Road	B
24-25/18 Williams Road	Altered Road	B
321 Hobsonville Road	Altered Road	B
309 Hobsonville Road	Altered Road	B
64 Hobsonville Road	Altered Road	B
10 Hobsonville Road	Altered Road	B
19 Williams Road	Altered Road	B
23/18 Williams Road	Altered Road	B
305 Hobsonville Road	Altered Road	B
21-22/18 Williams Road	Altered Road	B
311 Hobsonville Road	Altered Road	B
291 Hobsonville Road	Altered Road	B
52 Hobsonville Road	Altered Road	B
62 Hobsonville Road	Altered Road	B
60 Hobsonville Road	Altered Road	B
75 Hobsonville Road	Altered Road	B
56 Hobsonville Road	Altered Road	B
53 Hobsonville Road	Altered Road	A
179 Hobsonville Road	Altered Road	B
149b Hobsonville Road	Altered Road	B
63 Hobsonville Road	Altered Road	B
147a Hobsonville Road	Altered Road	B
59 Hobsonville Road	Altered Road	A
27 Hobsonville Road	Altered Road	B
66 Hobsonville Road	Altered Road	B
303 Hobsonville Road	Altered Road	B
151d Hobsonville Road	Altered Road	B

½ Oreil Avenue	Altered Road	A
51 Hobsonville Road	Altered Road	A
307 Hobsonville Road	Altered Road	A
373 Hobsonville Road	Altered Road	B
151c Hobsonville Road	Altered Road	A
147c Hobsonville Road	Altered Road	A
151b Hobsonville Road	Altered Road	A
17 Williams Road	Altered Road	A
395 Hobsonville Road	Altered Road	A
289 Hobsonville Road	Altered Road	A
55 Hobsonville Road	Altered Road	A
381 Hobsonville Road	Altered Road	B
317 Hobsonville Road	Altered Road	A
195 Hobsonville Road	Altered Road	A
79 Hobsonville Road	Altered Road	A
26a Hobsonville Road	Altered Road	A
49 Hobsonville Road	Altered Road	A
287 Hobsonville Road	Altered Road	A
54 Hobsonville Road	Altered Road	A
369a Hobsonville Road	Altered Road	A
19/18 Williams Road	Altered Road	A
20 Hobsonville Road	Altered Road	A
199 Hobsonville Road	Altered Road	A
375 Hobsonville Road	Altered Road	A
1-2/279 Hobsonville Road	Altered Road	A
45 Suncrest Drive	Altered Road	A
8a Hobsonville Road	Altered Road	A
33/18 Williams Road	Altered Road	A
1-2/281 Hobsonville Road	Altered Road	A
319 Hobsonville Road	Altered Road	A
151a Hobsonville Road	Altered Road	A
22 Hobsonville Road	Altered Road	A
209 Hobsonville Road	Altered Road	A
181 Hobsonville Road	Altered Road	A
1/46 Hobsonville Road	Altered Road	A
1/275 Hobsonville Road	Altered Road	A
26-27/18 Williams Road	Altered Road	A
57 Hobsonville Road	Altered Road	A

229a Hobsonville Road	Altered Road	A
313 Hobsonville Road	Altered Road	A
81 Hobsonville Road	Altered Road	A
2a Park Drive	Altered Road	A
16 Hobsonville Road	Altered Road	A
58 Hobsonville Road	Altered Road	A
2a Fitzherbert Avenue	Altered Road	A
47 Hobsonville Road	Altered Road	A
391 Hobsonville Road	Altered Road	A
83 Hobsonville Road	Altered Road	A
241 Hobsonville Road	Altered Road	A
243 Hobsonville Road	Altered Road	A
251 Hobsonville Road	Altered Road	A
253 Hobsonville Road	Altered Road	A
104a Hobsonville Road	Altered Road	A
231 Hobsonville Road	Altered Road	A
2 Marina View Drive	Altered Road	A
283 Hobsonville Road	Altered Road	A
221 Hobsonville Road	Altered Road	A
215 Hobsonville Road	Altered Road	A
239 Hobsonville Road	Altered Road	A
299 Hobsonville Road	Altered Road	A
327 Bd1 Hobsonville Road	Altered Road	A
383 Hobsonville Road	Altered Road	A
323 Hobsonville Road	Altered Road	A
1/163 Hobsonville Road	Altered Road	A
197 Hobsonville Road	Altered Road	A
301 Hobsonville Road	Altered Road	A
85 Hobsonville Road	Altered Road	A
295 Hobsonville Road	Altered Road	A
213 Hobsonville Road	Altered Road	A
201 Hobsonville Road	Altered Road	A
211 Hobsonville Road	Altered Road	A
219 Hobsonville Road	Altered Road	A
233 Hobsonville Road	Altered Road	A
1/41 Hobsonville Road	Altered Road	A
14 Hobsonville Road	Altered Road	A
18 Hobsonville Road	Altered Road	A

2 Hendrika Court	Altered Road	A
45 Hobsonville Road	Altered Road	A
77 Hobsonville Road	Altered Road	A
217 Hobsonville Road	Altered Road	A
133 Hobsonville Road	Altered Road	A
247 Hobsonville Road	Altered Road	A
227 Hobsonville Road	Altered Road	A
189 Hobsonville Road	Altered Road	A
37 Hobsonville Road	Altered Road	A
1 Marina View Drive	Altered Road	A
1/191 Hobsonville Road	Altered Road	A
23 Hobsonville Road	Altered Road	A
2/87 Hobsonville Road	Altered Road	A
3 Fitzherbert Avenue	Altered Road	A
223 Hobsonville Road	Altered Road	A
157a Hobsonville Road	Altered Road	A
277 Hobsonville Road	Altered Road	A
1-2/2 Wiseley Road	Altered Road	A
26 Belleaire Court	Altered Road	A
34/18 Williams Road	Altered Road	A
1 Hendrika Court	Altered Road	A
165 Hobsonville Road	Altered Road	A
187 Hobsonville Road	Altered Road	A
207 Hobsonville Road	Altered Road	A
82 Hobsonville Road	Altered Road	A
72 Hobsonville Road	Altered Road	A
203, 203a Hobsonville Road	Altered Road	A
175 Hobsonville Road	Altered Road	A
205 Hobsonville Road	Altered Road	A
61a Hobsonville Road	Altered Road	A
267 Hobsonville Road	Altered Road	A
3 Oreil Avenue	Altered Road	A
1 Park Drive	Altered Road	A
1/39 Hobsonville Road	Altered Road	A
5 Bannings Way	Altered Road	A
327 Bd2 Hobsonville Road	Altered Road	A
2/2 Oreil Avenue	Altered Road	A
2 Fitzherbert Avenue	Altered Road	A

249 Hobsonville Rd	Altered Road	A
28/18 Williams Road	Altered Road	A
177 Hobsonville Road	Altered Road	A
1/87 Hobsonville Road	Altered Road	A
72c Hobsonville Road	Altered Road	A
70 Hobsonville Road	Altered Road	A
4 Wiseley Road	Altered Road	A
89 Hobsonville Road	Altered Road	A
1-2/259 Hobsonville Road	Altered Road	A
161 Hobsonville Road	Altered Road	A
167 Hobsonville Road	Altered Road	A
159 Hobsonville Road	Altered Road	A
127 Hobsonville Road	Altered Road	A
193 Hobsonville Road	Altered Road	A
169 Hobsonville Road	Altered Road	A
401 Hobsonville Road	Altered Road	A
185 Hobsonville Road	Altered Road	A
30/18 Williams Road	Altered Road	A
3a Bannings Way	Altered Road	A
1/18 Woodhouse Place	Altered Road	A
24 Belleaire Court	Altered Road	A
1/255 Hobsonville Road	Altered Road	A
3 Wiseley Road	Altered Road	A
14 Woodhouse Place	Altered Road	A
24a Hobsonville Road	Altered Road	A
1/18 Williams Road	Altered Road	A
73 Hobsonville Road	Altered Road	A
11 Magdalen Place	Altered Road	A
291a Hobsonville Road	Altered Road	A
16 Woodhouse Place	Altered Road	A
17-18/18 Williams Road	Altered Road	A
1-2/257 Hobsonville Road	Altered Road	A
327 Bd10 Hobsonville Road	Altered Road	A
10 Wiseley Road	Altered Road	A
225 Hobsonville Road	Altered Road	A
15 Williams Road	Altered Road	A
2park Drive	Altered Road	A
15 Wiseley Road	Altered Road	A

1/323 Hobsonville Road	Altered Road	A
15a Wiseley Road	Altered Road	A
5-6/18 Williams Road	Altered Road	A
5 Fitzherbert Avenue	Altered Road	A
16 Williams Road	Altered Road	A
303a Hobsonville Road	Altered Road	A
327 Bd3 Hobsonville Road	Altered Road	A
13 Williams Road	Altered Road	A
80 Hobsonville Road	Altered Road	A
15 Starlight Cove	Altered Road	A
18 Woodhouse Place	Altered Road	A
5 Wiseley Road	Altered Road	A
85a Hobsonville Road	Altered Road	A
6 Woodhouse Place	Altered Road	A
12 Woodhouse Place	Altered Road	A
387 Hobsonville Road	Altered Road	A
79a Hobsonville Road	Altered Road	A
20 Woodhouse Place	Altered Road	A
4 Oreil Avenue	Altered Road	A
3-4/18 Williams Road	Altered Road	A
21 Woodhouse Place	Altered Road	A
377a Hobsonville Road	Altered Road	A
9 Williams Road	Altered Road	A
12 Wiseley Road	Altered Road	A
155a Hobsonville Road	Altered Road	A
7 Fitzherbert Avenue	Altered Road	A
287a Hobsonville Road	Altered Road	A
40 Suncrest Drive	Altered Road	A
41/18 Williams Road	Altered Road	A
12 Hobsonville Road	Altered Road	A
23b Wiseley Road	Altered Road	A
183 Hobsonville Road	Altered Road	A
4 Fitzherbert Avenue	Altered Road	A
17 Oreil Avenue	Altered Road	A
17 Wiseley Road	Altered Road	A
10 Woodhouse Place	Altered Road	A
1/2 Wiseley Road	Altered Road	A
379 Hobsonville Road	Altered Road	A

1a Marina View Drive	Altered Road	A
43 Suncrest Drive	Altered Road	A
2/18 Williams Road	Altered Road	A
15 Magdalen Place	Altered Road	A
1 Bannings Way	Altered Road	A
9 Wiseley Road	Altered Road	A
68 Hobsonville Road	Altered Road	A
7-8/18 Williams Road	Altered Road	A
11 Starlight Cove	Altered Road	A
11 Williams Road	Altered Road	A
37 Suncrest Drive	Altered Road	A
7 Wiseley Road	Altered Road	A
8 Woodhouse Place	Altered Road	A
43/18 Williams Road	Altered Road	A
11 Wiseley Road	Altered Road	A
17 Magdalen Place	Altered Road	A
39/18 Williams Road	Altered Road	A
14 Williams Road	Altered Road	A
2 Trig Road	Altered Road	A
5a-c Woodhouse Place	Altered Road	A
3 Bannings Way	Altered Road	A
23a Wiseley Road	Altered Road	A
26 Peterhouse Place	Altered Road	A
147f Hobsonville Road	Altered Road	A
17a Magdalen Place	Altered Road	A
12 Williams Road	Altered Road	A
6 Park Drive	Altered Road	A
6 Fitzherbert Avenue	Altered Road	A
17b Oreil Avenue	Altered Road	A
24 Peterhouse Place	Altered Road	A
3 Woodhouse Place	Altered Road	A
315 Hobsonville Road	Altered Road	A
41 Suncrest Drive	Altered Road	A
72a Hobsonville Road	Altered Road	A
119 Hobsonville Road	Altered Road	A
125 Hobsonville Road	Altered Road	A
42-44 Suncrest Drive	Altered Road	A
17 Starlight Cove	Altered Road	A

327 Bd5 Hobsonville Road	Altered Road	A
4 Woodhouse Place	Altered Road	A
7 Starlight Cove	Altered Road	A
3a Wiseley Road	Altered Road	A
33 Cyril Crescent 0618	Altered Road	A
13 Magdalen Place	Altered Road	A
31 Cyril Crescent	Altered Road	A
12 Magdalen Place	Altered Road	A
1/18 Hobsonville Road	Altered Road	A
2a Marina View Drive	Altered Road	A
325 Hobsonville Road	Altered Road	A
285 Hobsonville Road	Altered Road	A
153a Hobsonville Road	Altered Road	A
9-10/18 Williams Road	Altered Road	A
1/25 Glucina Avenue	Altered Road	A
24 Connemara Court	Altered Road	A
6 Wiseley Road Hobsonville	Altered Road	A
15-16/18 Williams Road	Altered Road	A
19 Starlight Cove	Altered Road	A
21 Starlight Cove	Altered Road	A
39 Suncrest Drive	Altered Road	A
13 Wiseley Road Hobsonville	Altered Road	A
379a Hobsonville Road	Altered Road	A
36 Suncrest Drive	Altered Road	A
5 Starlight Cove	Altered Road	A
9 Fitzherbert Avenue	Altered Road	A
19 Oreil Avenue	Altered Road	A
7 Williams Road	Altered Road	A
145a – 145b Hobsonville Road	Altered Road	A
102 Hobsonville Road	Altered Road	A
11-12/18 Williams Road	Altered Road	A
1/31 Glucina Avenue	Altered Road	A
4 Hendrika Court	Altered Road	A
157b Hobsonville Road	Altered Road	A
20 Peterhouse Place	Altered Road	A
1/26 Peterhouse Place	Altered Road	A
10 Trig Road	Altered Road	A
35/18 Williams Road	Altered Road	A

6 Hendrika Court	Altered Road	A
29 Cyril Crescent	Altered Road	A
38/18 Williams Road	Altered Road	A
1/273 Hobsonville Road	Altered Road	A
327 Bd4 Hobsonville Road	Altered Road	A
7 Hanson Place	Altered Road	A
6 Louise Place	Altered Road	A
19 Magdalen Place	Altered Road	A
9 Magdalen Place	Altered Road	A
5a Hanson Place	Altered Road	A
5a Bannings Way	Altered Road	A
8 Hendrika Court	Altered Road	A
271 Hobsonville Road	Altered Road	A
23 Starlight Cove	Altered Road	A
13-14/18 Williams Road	Altered Road	A
127a Hobsonville Road	Altered Road	A
9 Starlight Cove	Altered Road	A
3 Starlight Cove	Altered Road	A
131 Hobsonville Road	Altered Road	A
4a Marina View Drive	Altered Road	A
22 Connemara Court	Altered Road	A
1/133a Hobsonville Road	Altered Road	A
17a Wiseley Road	Altered Road	A
20 Connemara Court	Altered Road	A
19 Bridgehead Cove	Altered Road	A
157c Hobsonville Road	Altered Road	A
129c Hobsonville Road	Altered Road	A
7 Optimist Place	Altered Road	A
3/1a Williams Road	Altered Road	A
2/1a Williams Road	Altered Road	A
129b Hobsonville Road	Altered Road	A
8 Louise Place	Altered Road	A
27 Suncrest Drive	Altered Road	A
229 Hobsonville Road	Altered Road	A
327 Bd9 Hobsonville Road	Altered Road	A
3 Park Drive	Altered Road	A
70a Hobsonville Road	Altered Road	A
21a Wiseley Road	Altered Road	A

2/31 Glucina Avenue	Altered Road	A
29 Glucina Avenue	Altered Road	A
3 Hendrika Court	Altered Road	A
10 Hendrika Court	Altered Road	A
26 Connemara Court	Altered Road	A
2/163 Hobsonville Road	Altered Road	A
25 Peterhouse Place	Altered Road	A
4a Hendrika Court	Altered Road	A
33 Cherub Place	Altered Road	A
20 Belleaire Court	Altered Road	A
1/19 Cherub Place	Altered Road	A
231a Hobsonville Road	Altered Road	A
10 Whiting Grove	Altered Road	A
131a Hobsonville Road	Altered Road	A
7a Bannings Way	Altered Road	A
5 Williams Road	Altered Road	A
145e Hobsonville Road	Altered Road	A
22 Belleaire Court	Altered Road	A
22 Peterhouse Place	Altered Road	A
38 Suncrest Drive	Altered Road	A
327 Bd8 Hobsonville Road	Altered Road	A
17 Soling Place	Altered Road	A
1/8 Oreil Avenue	Altered Road	A
23 Peterhouse Place	Altered Road	A
8 Park Drive	Altered Road	A
1/325 Hobsonville Road	Altered Road	A
123b Hobsonville Road	Altered Road	A
19 Belleaire Court	Altered Road	A
4/1a Williams Road	Altered Road	A
4 Louise Place	Altered Road	A
143c Hobsonville Road	Altered Road	A
8 Magdalen Place	Altered Road	A
6 Oreil Avenue	Altered Road	A
32 Suncrest Drive	Altered Road	A
3 Optimist Place	Altered Road	A
327 Bd6 Hobsonville Road	Altered Road	A
18 Connemara Court	Altered Road	A
28 Connemara Court	Altered Road	A

37 Cherub Place	Altered Road	A
12 Whiting Grove	Altered Road	A
10 Mona Vale	Altered Road	A
29 Suncrest Drive	Altered Road	A
7 Magdalen Place	Altered Road	A
6 Magdalen Place 0618	Altered Road	A
8 Oreil Avenue	Altered Road	A
8 Trig Road Whenuapai	Altered Road	A
16 Belleaire Court	Altered Road	A
10 Magdalen Place	Altered Road	A
18 Belleaire Court	Altered Road	A
13 Soling Place	Altered Road	A
1/22 Peterhouse Place	Altered Road	A
16 Peterhouse Place	Altered Road	A
8 Optimist Place	Altered Road	A
1 Seagrove Road	Altered Road	A
18 Peterhouse Place	Altered Road	A
2/133a Hobsonville Road	Altered Road	A
5 Optimist Place	Altered Road	A
8a Louise Place	Altered Road	A
129 Hobsonville Road	Altered Road	A
16 Whiting Grove	Altered Road	A
6 Trig Road Whenuapai	Altered Road	A
1/16 Peterhouse Place	Altered Road	A
5 Hanson Place	Altered Road	A
30 Suncrest Drive	Altered Road	A
14 Whiting Grove	Altered Road	A
1/4 Park Drive	Altered Road	A
35 Cherub Place	Altered Road	A
27 Glucina Avenue	Altered Road	A
2/4 Park Drive	Altered Road	A
3a Louise Place	Altered Road	A
1a Bannings Way	Altered Road	A
153d Hobsonville Road	Altered Road	A
6 Optimist Place	Altered Road	A
123 Hobsonville Road	Altered Road	A
1/32 Glucina Avenue	Altered Road	A
10 Oreil Avenue	Altered Road	A

23 Glucina Avenue	Altered Road	A
10 Soling Place	Altered Road	A
8a Hendrika Court	Altered Road	A
12 Soling Place	Altered Road	A
14 Hendrika Court	Altered Road	A
10 Louise Place	Altered Road	A
273 Hobsonville Road	Altered Road	A
34 Suncrest Drive	Altered Road	A
6b Marina View Drive	Altered Road	A
121b Hobsonville Road	Altered Road	A
5 Louise Place	Altered Road	A
35 Suncrest Drive	Altered Road	A
3 Marina View Drive	Altered Road	A
3/163 Hobsonville Road	Altered Road	A
30 Connemara Court	Altered Road	A
155c Hobsonville Road	Altered Road	A
157d Hobsonville Road	Altered Road	A
39 Cherub Place	Altered Road	A
10 Park Drive	Altered Road	A
16 Hendrika Court	Altered Road	A
155b Hobsonville Road	Altered Road	A
5 Seagrove Road	Altered Road	A
16-18 Clark Road	Altered Road	A
9 Hendrika Court	Altered Road	A
20a Belleaire Court	Altered Road	A
14 Belleaire Court	Altered Road	A
8 Whiting Grove	Altered Road	A
33 Suncrest Drive	Altered Road	A
12 Hendrika Court	Altered Road	A
16 Connemara Court	Altered Road	A
31 Cherub Place	Altered Road	A
72b Hobsonville Road	Altered Road	A
21 Cherub Place	Altered Road	A
123a Hobsonville Road	Altered Road	A
11 Hendrika Court	Altered Road	A
56 Cherub Place	Altered Road	A
17Ergrove Place	Altered Road	A
3 Seagrove Road	Altered Road	A

121a Hobsonville Road	Altered Road	A
27 Cherub Place	Altered Road	A
2-4 Workspace Drive	Altered Road	A
14 Connemara Court	Altered Road	A
29 Cherub Place	Altered Road	A
30 Glucina Avenue	Altered Road	A
2/19 Cherub Place	Altered Road	A
4 Whiting Grove	Altered Road	A
157e Hobsonville Road	Altered Road	A
15 Ergrove Place	Altered Road	A
18 Hendrika Court	Altered Road	A
15 Soling Place	Altered Road	A
7 Marina View Drive	Altered Road	A
6a Marina View Drive	Altered Road	A
1/13 Belleaire Court	Altered Road	A
13 Hendrika Court	Altered Road	A
12 Belleaire Court	Altered Road	A
5 Marina View Drive	Altered Road	A
2 Optimist Place	Altered Road	A
17 Cherub Place	Altered Road	A
14 Ergrove Place	Altered Road	A
153c Hobsonville Road	Altered Road	A
7 Hendrika Court	Altered Road	A
8 Soling Place	Altered Road	A
121 Hobsonville Road	Altered Road	A
4 Luckens Road	Altered Road	A
28 Glucina Avenue	Altered Road	A
20 Hendrika Court	Altered Road	A
7 Seagrove Road	Altered Road	A
17 Belleaire Court	Altered Road	A
153b Hobsonville Road	Altered Road	A
25 Cherub Place	Altered Road	A
18 Whiting Grove	Altered Road	A
11 Soling Place	Altered Road	A
2/25 Sailfish Drive	Altered Road	A
2/28 Sailfish Drive	Altered Road	A
6 Soling Place	Altered Road	A
15 Belleaire Court	Altered Road	A

23 Cherub Place	Altered Road	A
16 Ergrove Place	Altered Road	A
13 Ergrove Place	Altered Road	A
3a Hendrika Court	Altered Road	A
5 Hendrika Court	Altered Road	A
1/28 Sailfish Drive	Altered Road	A
1-2/38 Sailfish Drive	Altered Road	A
155d Hobsonville Road	Altered Road	A
36 Sailfish Drive	Altered Road	A
9 Belleaire Court	Altered Road	A
2/22 Sailfish Drive	Altered Road	A
26 Sailfish Drive	Altered Road	A
11 Belleaire Court	Altered Road	A
30 Sailfish Drive	Altered Road	A

Attachments

No attachments.