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

Date: Monday 13 to Thursday 16 November 2023
Monday 20 to Thursday 23 November 2023
Time: 9:30am (unless specified otherwise)
Meeting room: Warkworth Town Hall
Venue: 2 Alnwick Street, Warkworth

NOTIFICATION MATERIAL

VOLUME 1

**8 NOTICES OF REQUIREMENT FOR THE
WARKWORTH PROJECT**

**TE TUPU NGĀTAHI SUPPORTING GROWTH
(AUCKLAND TRANSPORT &
WAKA KOTAHI NZ TRANSPORT AGENCY)**

COMMISSIONERS

Chairperson Richard Blakey
Commissioners Mark Farnsworth
Vaughan Smith

Patrice Baillargeon
Kaitohutohu Mataamua Whakawā /
Senior Hearings Advisor

Telephone: 09 890 4692 or 027 338 5383
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Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda 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 Team Leader Hearings.

VOLUME 1	TABLE OF CONTENTS	PAGE NO.
NoR 1: Northern Public Transport Hub and Western Link North		
Attachment 01	NoR 1 – Public Notice	7 – 10
Attachment 02	NoR 1 – Lodgement Cover Letter	11 – 14
Attachment 03	NoR 1 – Form 18	15 – 54
NoR 2: Woodcocks Road – West Upgrade		
Attachment 04	NoR 2 – Public Notice	55 – 58
Attachment 05	NoR 2 – Lodgement Cover Letter	59 – 62
Attachment 06	NoR 2 – Form 18	63 – 108
NoR 3: State Highway 1 – South Upgrade		
Attachment 07	NoR 3 – Public Notice	109 – 112
Attachment 08	NoR 3 – Lodgement Cover Letter	113 – 116
Attachment 09	NoR 3 – Form 18	117 – 172
NoR 4: Matakana Road Upgrade		
Attachment 10	NoR 4 – Public Notice	173 – 176
Attachment 11	NoR 4 – Lodgement Cover Letter	177 – 180
Attachment 12	NoR 4 – Form 18	181 – 234
NoR 5: Sandspit Road Upgrade		
Attachment 13	NoR 5 – Public Notice	235 – 238
Attachment 14	NoR 5 – Lodgement Cover Letter	239 – 242
Attachment 15	NoR 5 – Form 18	243 – 292
NoR 6: Western Link – South		
Attachment 16	NoR 6 – Public Notice	293 – 296
Attachment 17	NoR 6 – Lodgement Cover Letter	297 – 300
Attachment 18	NoR 6 – Form 18	301 – 346

NoR 7: Sandspit Link

Attachment 19	NoR 7 – Public Notice	347 – 350
Attachment 20	NoR 7 – Lodgement Cover Letter	351 – 354
Attachment 21	NoR 7 – Form 18	355 – 402

NoR 8: Wider Western Link – North

Attachment 22	NoR 8 – Public Notice	403 – 406
Attachment 23	NoR 8 – Lodgement Cover Letter	407 – 410
Attachment 24	NoR 8 – Form 18	411 – 456

VOLUME 2 TABLE OF CONTENTS PAGE NO.

Assessment of the Effects on the Environment

Attachment 25	Assessment of the Effects on the Environment	7 – 194
Attachment 26	Appendix A: Assessment of Alternatives	195 – 330
Attachment 27	Appendix B: Statutory Assessment	331 – 352
Attachment 28	Appendix C: NOR 1 – Proposed Conditions	353 – 374
Attachment 29	Appendix C: NOR 1 – Supplementary Condition	375 – 380
Attachment 30	Appendix C: NOR 2 – Proposed Conditions	381 – 400
Attachment 31	Appendix C: NOR 2 – Supplementary Condition	401 – 406
Attachment 32	Appendix C: NOR 3 – Proposed Conditions	407 – 426
Attachment 33	Appendix C: NOR 3 – Supplementary Condition	427 – 432
Attachment 34	Appendix C: NOR 4 – Proposed Conditions	433 – 452
Attachment 35	Appendix C: NOR 4 – Supplementary Condition	453 – 458
Attachment 36	Appendix C: NOR 5 – Proposed Conditions	459 – 478
Attachment 37	Appendix C: NOR 5 – Supplementary Condition	479 – 484
Attachment 38	Appendix C: NOR 6 – Proposed Conditions	485 – 504
Attachment 39	Appendix C: NOR 6 – Supplementary Condition	505 – 510
Attachment 40	Appendix C: NOR 7 – Proposed Conditions	511 – 532
Attachment 41	Appendix C: NOR 7 – Supplementary Condition	533 – 538
Attachment 42	Appendix C: NOR 8 – Proposed Conditions	539 – 558
Attachment 43	Appendix C: NOR 8 – Supplementary Condition	559 – 564

General Arrangement Plans & Property Boundaries and Schedules

Attachment 44	General Arrangement Plan - Overall	565 – 568
Attachment 45	NoR 1 – General Arrangement Plan	569 – 572
Attachment 46	NoR 1 – Property Boundaries and Schedules	573 – 578
Attachment 47	NoR 2 – General Arrangement Plan	579 – 582
Attachment 48	NoR 2 – Property Boundaries and Schedules	583 – 590
Attachment 49	NoR 3 – General Arrangement Plan	591 – 594
Attachment 50	NoR 3 – Property Boundaries and Schedules	595 – 606
Attachment 51	NoR 4 – General Arrangement Plan	607 – 610
Attachment 52	NoR 4 – Property Boundaries and Schedules	611 – 620
Attachment 53	NoR 5 – General Arrangement Plan	621 – 624
Attachment 54	NoR 5 – Property Boundaries and Schedules	625 – 634
Attachment 55	NoR 6 – General Arrangement Plan	635 – 638
Attachment 56	NoR 6 – Property Boundaries and Schedules	639 – 646
Attachment 57	NoR 7 – General Arrangement Plan	647 – 650
Attachment 58	NoR 7 – Property Boundaries and Schedules	651 – 658
Attachment 59	NoR 8 – General Arrangement Plan	659 – 662
Attachment 60	NoR 8 – Property Boundaries and Schedules	663 – 670

VOLUME 3	TABLE OF CONTENTS	PAGE NO.
Attachment 61	Assessment of Arboricultural Effects	7 – 62
Attachment 62	Assessment of Archaeological and Heritage Effects	63 – 118
Attachment 63	Assessment of Construction Noise and Vibration Effects	119 – 200
Attachment 64	Assessment of Ecological Effects – Part 1 of 5	201 – 458
Attachment 65	Assessment of Ecological Effects – Part 2 of 5	459 – 526
Attachment 66	Assessment of Ecological Effects – Part 3 of 5	527 – 560
Attachment 67	Assessment of Ecological Effects – Part 4 of 5	561 – 594
Attachment 68	Assessment of Ecological Effects – Part 5 of 5	595 – 722

VOLUME 4	TABLE OF CONTENTS	PAGE NO.
Attachment 69	Landscape and Natural Character and Visual Assessment	7 – 170
Attachment 70	Assessment of Flooding Effects	171 – 238
Attachment 71	Assessment of Traffic Noise and Vibration Effects – Part 1 of 4	239 – 352
Attachment 72	Assessment of Traffic Noise and Vibration Effects – Part 2 of 4	353 – 408
Attachment 73	Assessment of Traffic Noise and Vibration Effects – Part 3 of 4	409 – 438
Attachment 74	Assessment of Traffic Noise and Vibration Effects – Part 4 of 4	439 – 468
Attachment 75	Assessment of Transport Effects	469 – 592
Attachment 76	Urban Design Evaluation	593 – 702

ATTACHMENT 01

NoR 1 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for a new public transport hub and park and ride at the corner of SH1 and a new Western Link North arterial corridor with active mode facilities between the intersection of SH1 and Te Honohono ki Tai (Matakana Link Road) to the first proposed bridge crossing on the proposed Western Link - North.

Notice of Requirement - Northern Public Transport Hub and Western Link North (NoR 1)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of a new transport interchange, park and ride, arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: The intersection of SH1 and Te Honohono ki Tai (Matakana Link Road) to the first proposed bridge crossing on the proposed Western Link – North (refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 02

NoR 1 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 03

NoR 1 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

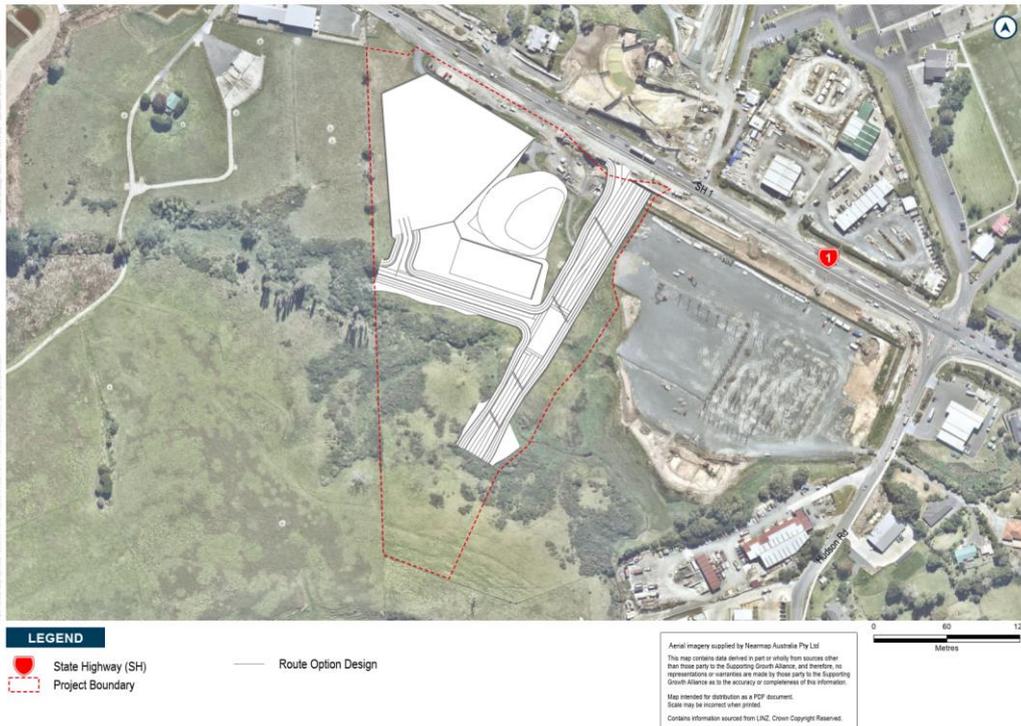
FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a public transport hub, park and ride facility, and a new urban arterial with cycle lanes and footpaths between the intersection of State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the first bridge crossing on the proposed Western Link – North.

1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 1 which is for the construction, operation and maintenance of a new public transport hub, park and ride facility and an associated urban arterial with walking and cycling facilities between the intersection of State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the proposed bridge crossing on the proposed Western Link – North. The extent of NOR 1 and the proposed designation boundary is outlined below.



The purpose of the designation is for the construction, operation and maintenance of a new transport interchange, park and ride, arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 1 are set out below:

Provide for a transport interchange with associated facilities and park and ride, and a new transport corridor between the intersection of State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the proposed bridge crossing on the proposed Western Link – North that;

- a) Improves connectivity
- b) Is safe
- c) Improves access to the public transport network
- d) Is efficient, resilient and reliable
- e) Integrates with and supports planned urban growth
- f) Integrates with and supports the existing and future transport network
- g) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 1 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 1 applies to an area of land approximately 62,356 square metres (not including legal road reserves) located in Warkworth. The requirement applies to 3 land parcels (not including legal roads). The

land directly affected by NOR 1 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.3: NOR 1 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE).

In summary, the proposed work includes:

- a) Construction of an urban arterial with cycle lanes and footpaths, and a new transport interchange with park and ride facilities.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through the inclusion of public transport infrastructure (The Public Transport Hub and Park + Ride), and provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.



Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 1 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 1 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 1 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for a transport interchange with associated facilities and park and ride, and a new transport corridor between the intersection of State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the first bridge crossing on the proposed Western Link – North that:

- a) Improves connectivity



- b) Is safe
- c) Improves access to the public transport network
- d) Is efficient, resilient and reliable
- e) Integrates with and supports planned urban growth
- f) Integrates with and supports the existing and future transport network
- g) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Providing a connection to Ara Tūhono (Puhoi to Warkworth) motorway and the Warkworth network for future urban areas in northwest Warkworth.
- Supporting Vision Zero and road safety outcomes.
- Supporting regional and interregional public transport systems.
- Supporting mode shift and resilience by providing capacity for further public transport services, and park and ride facilities.
- Enabling an urban standard corridor to support growth and integrate with key transport corridors (Ara Tūhono (Puhoi to Warkworth) motorway, Te Honohono ki Tai – (Matakana Link Road).
- Supporting the transition to a low carbon transport network.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 1 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 1 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi,



network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 20 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport



Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

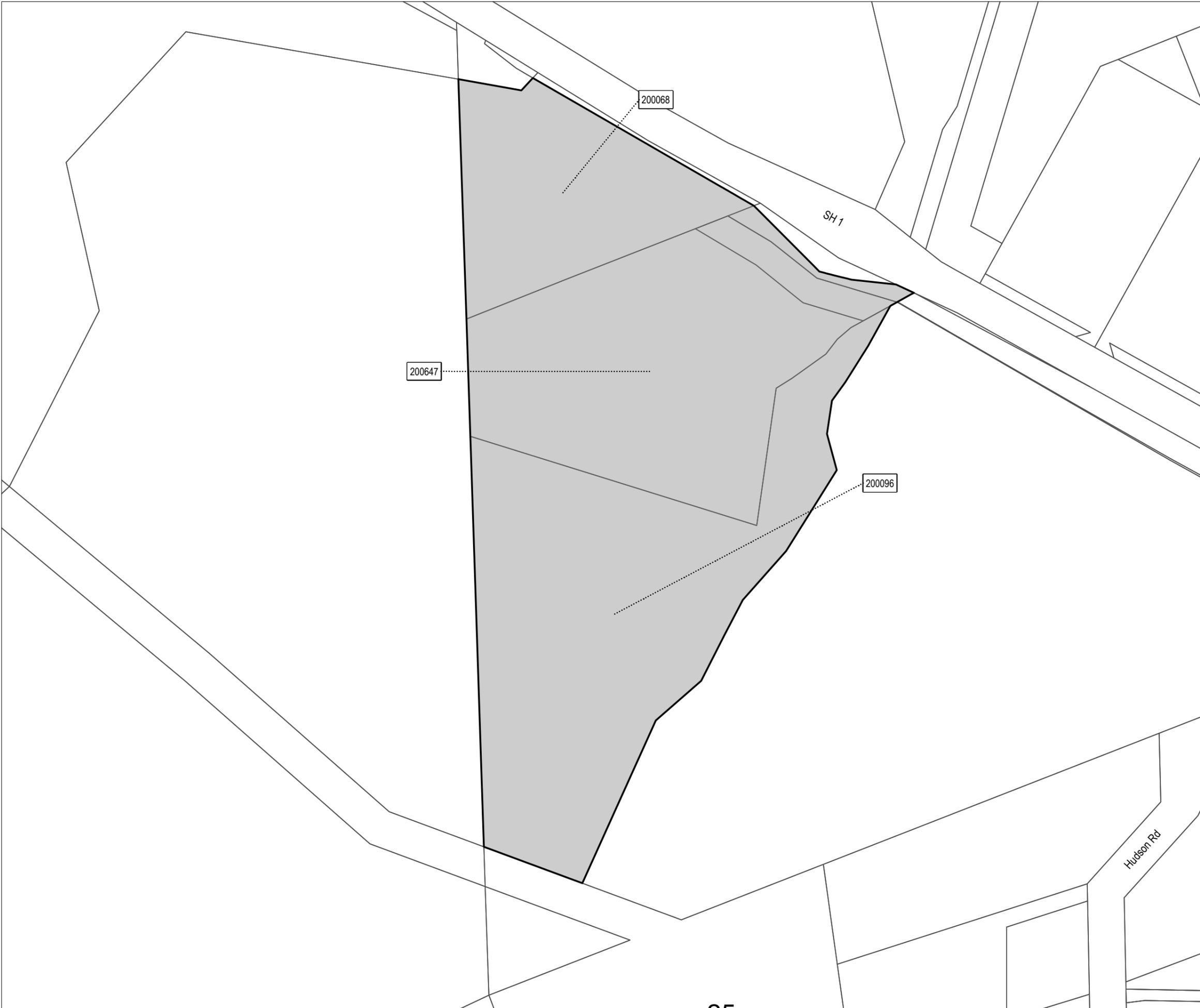
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans



Designation Plan

Land to be Designated

Northern Public Transport Hub and Western Link – North Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID



This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

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Map Scale @ A3: 1:2,000



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-08**
Sheet No : 1 of 1





Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m²)	Sheet No.
200068	State Highway 1	NA111D/807	Pt Lot 1 DP 180823, Pt Lot 2 DP 180823	11767	1
200096	12 Hudson Road	694504	Section 4 SO 476652	28238	1
200647	27 State Highway 1	941709	Section 4 SO 532939	20752	1
200647				1599	1



Attachment C – Proposed Conditions for the Designation



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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments)

Acronym/Term	Definition
	(b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohua • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>
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

Acronym/Term	Definition
	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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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

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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>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; and <p>give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>
4.	<p>Lapse</p> <p>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.</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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.



No.	Condition
	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
6.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(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:</p> <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; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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</p>



No.	Condition
	<p>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>(b) 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>(c) 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> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (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; and (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,



No.	Condition
	<p>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"> (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; (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; 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 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:



No.	Condition
	<ul style="list-style-type: none"> a. Weed control and clearance; b. Pest animal management (to support plant establishment); c. Ground preparation (top soiling and decompaction); d. Mulching; and e. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
	<p>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>
<p>10.</p>	<p>Flood Hazard</p> <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 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 habitable existing dwelling; (iv) no new flood prone areas; and (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. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>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>11.</p>	<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. 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, (v) locations of refuelling activities and construction lighting;



No.	Condition
	<ul style="list-style-type: none"> (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) methods for amending and updating the CEMP as required.
<p>12.</p>	<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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
<p>13.</p>	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) 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;

No.	Condition
	<ul style="list-style-type: none"> (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.
<p>14.</p>	<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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <p>Advice Note: <i>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.</i></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 <p>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;

No.	Condition
	<ul style="list-style-type: none"> (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);

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 _{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
Other occupied buildings			

No.	Condition																					
	All	0730h – 1800h 1800h – 0730h	70 dB 75 dB																			
	(i) 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 18(c)(x), then the methodology in Condition 19 shall apply.																					
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" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Receiver</th> <th style="text-align: left;">Details</th> <th style="text-align: left;">Category A</th> <th style="text-align: left;">Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="vertical-align: top;">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 style="vertical-align: top;">Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td style="vertical-align: top;">All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <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>(ii) 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	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	
Receiver	Details	Category A	Category B																			
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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 DIN4150-3:1999																				
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> <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 																					

No.	Condition
	<ul style="list-style-type: none"> (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) Contact details of the Project Liaison Person; (ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) 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; and (xiii) Requirements for review and update of the CNVMP
<p>19.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (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: <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. (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: <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;



No.	Condition
	<ul style="list-style-type: none"> (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; and (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>(iii) 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>
<p>20.</p>	<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 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



No.	Condition
	<p>handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(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:</p> <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; and 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 0. <p>(iv) 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.</p>
<p>Accidental Discoveries</p> <p>Advice Note: <i>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.</i></p> <p><i>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></p>	
<p>21.</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 the ecological management plan by:</p> <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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 confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ul style="list-style-type: none"> (ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds):

No.	Condition
	<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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
23.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> a. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 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: <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 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



No.	Condition
	<ul style="list-style-type: none"> 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 <p>e. Details on any mitigation required to address any potential operational disturbance</p> <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
<p>24.</p>	<p>Low Noise Road Surface</p> <p>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).</p> <ul style="list-style-type: none"> (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (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: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.
<p>25.</p>	<p>Traffic Noise</p> <p>For the purposes of Conditions 26 to 38:</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; (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;



No.	Condition
	<p>(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>;</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; Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>;</p> <p>(i) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(j) Structural Mitigation – has the same meaning as in NZS 6806.</p>
<p>26.</p>	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> 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>
<p>27.</p>	<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 <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p>
<p>28.</p>	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
<p>29.</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.</p>	<p>Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.</p>
<p>31.</p>	<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>
<p>32.</p>	<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>
<p>33.</p>	<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</p>

No.	Condition
	<p>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>
<p>34.</p>	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 33 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 33 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>35.</p>	<p>Subject to Condition 34 above, within six months of the assessment undertaken in accordance with Conditions 33 and 34, 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; and (b) The options available for Building-Modification Mitigation to the building, if required; and <p>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>
<p>36.</p>	<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>
<p>37.</p>	<p>Subject to Condition 34, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 36 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



No.	Condition
	Authority's letter sent in accordance with Condition 34 (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.
38.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a public transport hub, park and ride facility, and a new urban arterial with separated cycle lanes and footpaths between the intersection of State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the first bridge crossing on the proposed Western Link – North. The proposed work is shown in the following Concept Plan and includes:

- Construction of an urban arterial with separated cycle lanes and footpaths, and a new transport interchange with park and ride facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-048-Indicative-Bat-Movement-Corridors-WN

Path: P:\381138109341TG101\Map06_ArcGIS_Pro01\Map06_ArcGIS_Pro01\Warkworth_SGA_Warkworth_Ecology_Figures.aprx

Bat Movement Corridors

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

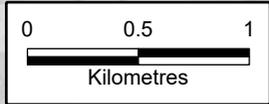
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51



LEGEND

 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-056-Bird-Mitigation-WN

Path: \\Beca\net\proj\da\381138109\41T\G101_Map\06_ArcGIS Pro\01_Work\Work\SGA_Work\Work_Ecology_Figures.aprx

Bird Mitigation

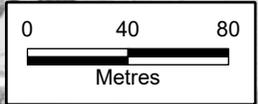
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Schedule 3: Affected Trees

No protected trees are impacted by this Notice of Requirement.



Schedule 4: Identified PPFs Noise Criteria Categories

No PPFs are impacted by this Notice of Requirement.

ATTACHMENT 04
NoR 2 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for the upgrade of the existing Woodcocks Road – West corridor between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) motorway to an urban arterial corridor with active mode facilities.

Notice of Requirement - Woodcocks Road – West Upgrade (NoR 2)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of an upgrade of the corridor to a new arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: Woodcocks Road – West between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) motorway (refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 05

NoR 2 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 06

NoR 2 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an upgrade of the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east to an urban arterial with active mode facilities.

1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 2 which is for the construction, operation and maintenance of an upgrade of the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east of the corridor to an urban arterial with active mode facilities.

The extent of NOR 2 and the proposed designation boundary is outlined below.



land directly affected by NOR 2 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.4: NOR 2 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE).

In summary, the proposed work includes:

- a) Upgrading the corridor to an urban arterial with walking and cycling facilities.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular; Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)



- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 2 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 2 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT’s purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is “to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. NOR 2 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for an upgrade to Woodcocks Road between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) motorway that:

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improving connectivity between transport networks and development areas throughout Warkworth.
- Supporting Vision Zero and road safety outcomes.



- Supporting the development of an efficient and reliable multi-modal transport network for Warkworth.
- Providing an upgraded transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with key transport corridors
- Supporting mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 2 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 2 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore,



pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 15 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

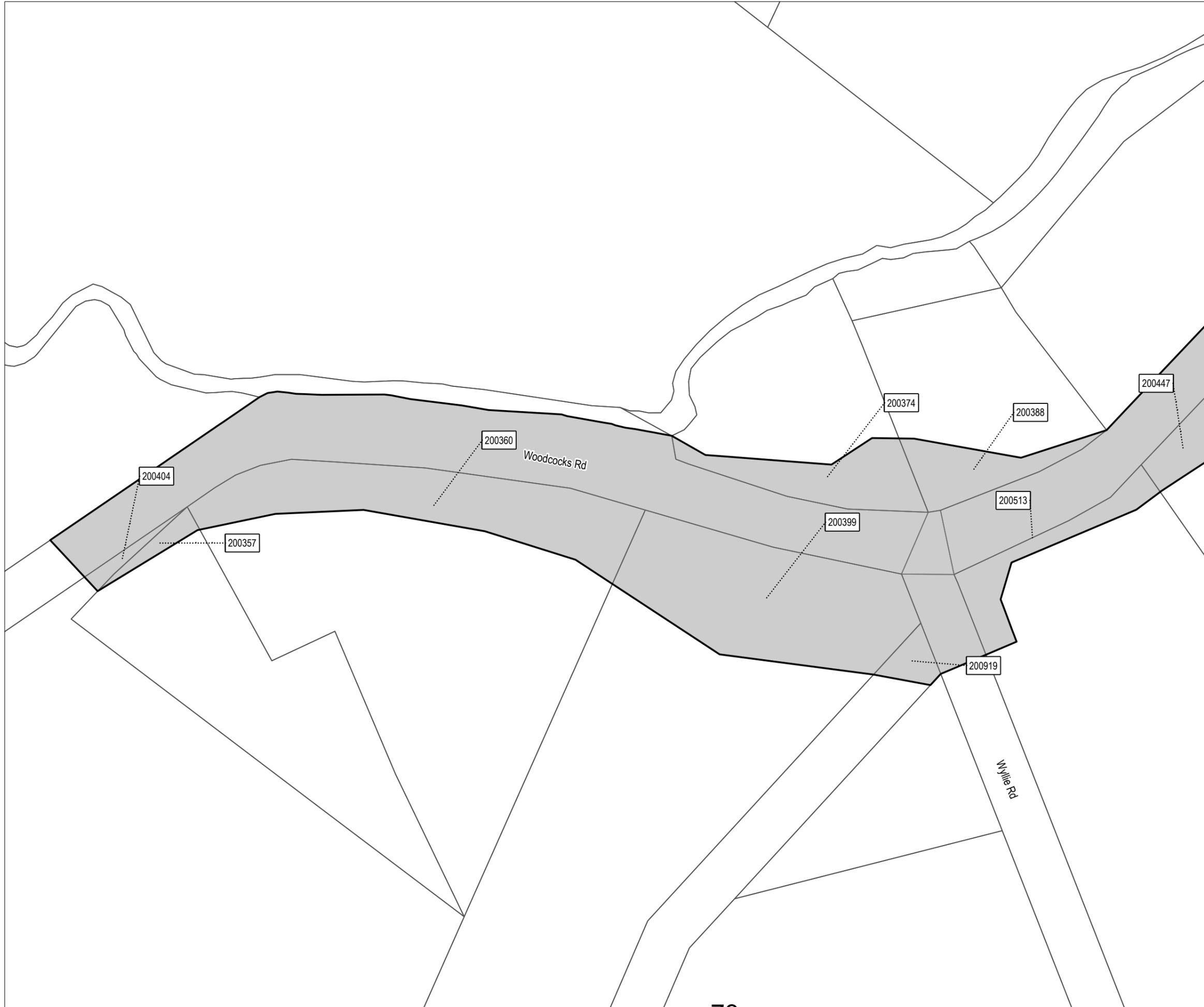
Jane Small
Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

- Attachment A** – Designation Plans
- Attachment B** – Schedule of Directly Affected Property
- Attachment C** – Proposed Conditions for the Designation



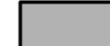
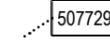
Attachment A – Designation Plans

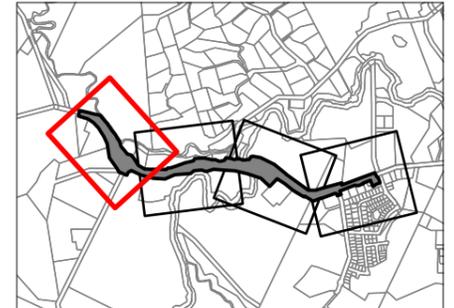


Designation Plan

Land to be Designated
Woodcocks Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-03**
Sheet No : 1 of 4



New Zealand Government



Designation Plan

Land to be Designated
Woodcocks Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

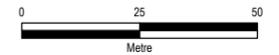


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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-03**
Sheet No : 2 of 4

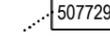


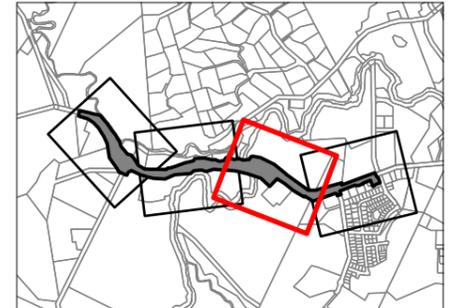


Designation Plan

Land to be Designated
Woodcocks Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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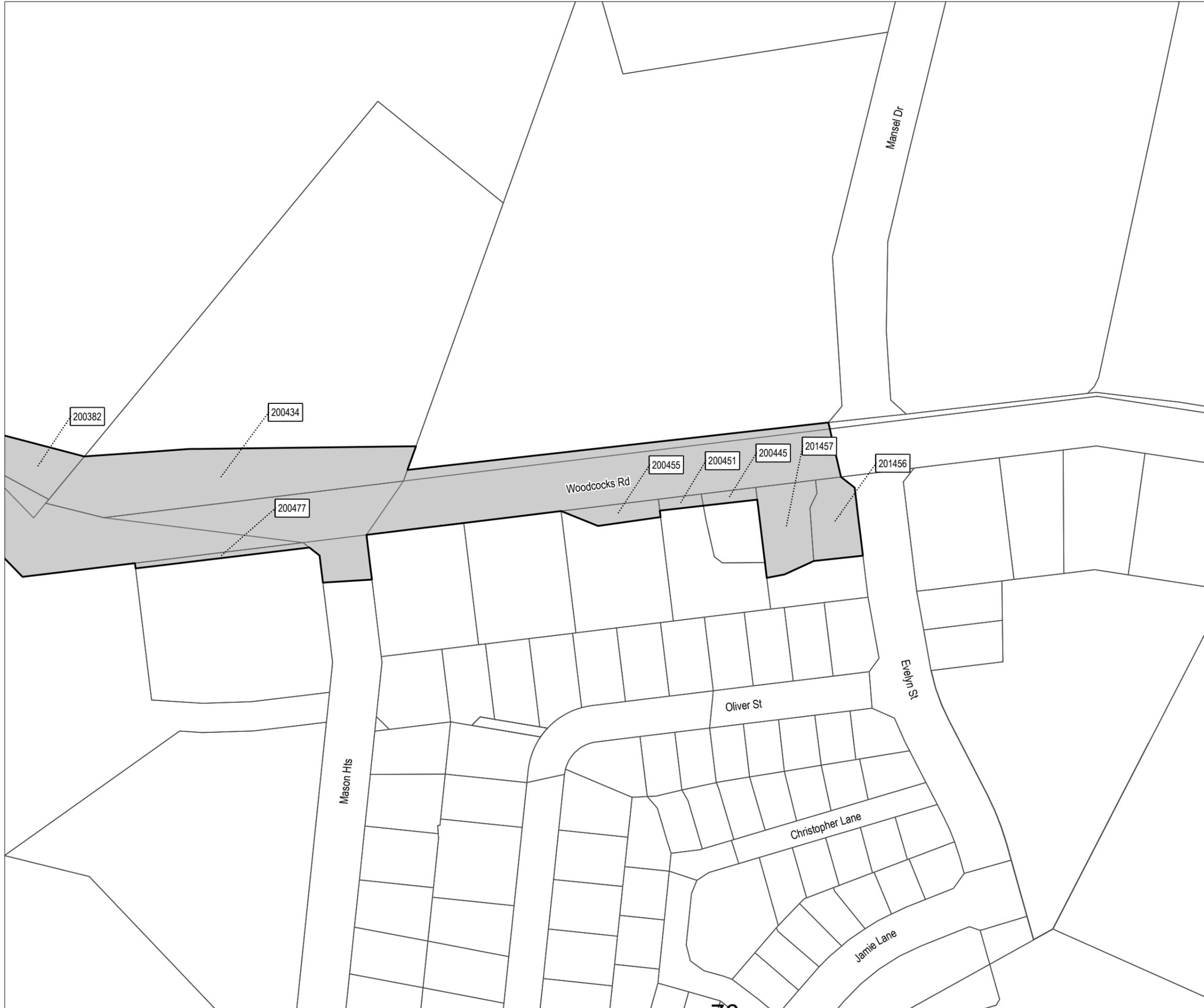
Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-03**
Sheet No : 3 of 4



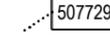
New Zealand Government

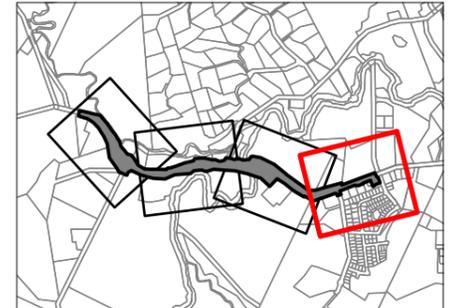


Designation Plan

Land to be Designated
Woodcocks Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID



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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-03**
Sheet No : 4 of 4




Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m ²)	Sheet No.
200357	371 Woodcocks Road	852160	Lot 1 DP 527082	268	1
200360	371 Woodcocks Road	852160	Lot 2 DP 329024	4080	1
200374	346 Woodcocks Road	NA52C/802	Lot 1 DP 77097	1621	1
200375	Woodcocks Road		Lot 7 DP 122379	97	3
200378	286 Woodcocks Road	NA71A/1189	Lot 5 DP 122379	287	2
200382	110-138 Woodcocks Road	718157	Lot 2 DP 493060	6350	3
200386	Woodcocks Road	182640	Lot 2 DP 344497	316	2
200388	346 Woodcocks Road	NA52C/802	Lot 1 DP 96751	1116	1
200396	314 Woodcocks Road	182639	Lot 1 DP 344497	2721	2
200399	2 Wyllie Road	118448	Lot 3 DP 329024	5091	1
200404	433 Woodcocks Road	848090	Lot 2 DP 527082	187	1
200434	100 Woodcocks Road	NA85D/562	Lot 1 DP 144680	2954	3
200444	Woodcocks Road	581654	Lot 1 DP 437211	4117	2
200445	97 Woodcocks Road	555874	Lot 1 DP 443907	112	4
200447	317 Woodcocks Road	647897	Lot 2 DP 473567	6848	1
200451	99 Woodcocks Road	555875	Lot 2 DP 443907	86	4
200455	101-103 Woodcocks Road	NA1057/299	Lot 2 DP 40048	255	4
200465	153 Woodcocks Road	NA91C/876	Lot 1 DP 153743	166	3
200474	Woodcocks Road	647838	Lot 3 DP 437211	1269	3
200477	115 Woodcocks Road	664855	Lot 1 DP 476629	158	4
200507	127 Woodcocks Road	194126	Part Allot 62 PSH OF Mahurangi	7427	3
200513	Woodcocks Road	647898	Lot 4 DP 473567	1150	1
200919	4 Wyllie Road	NA104C/827	Lot 2 DP 171314	352	1
201456	93 Woodcocks Road	892924	Lot 2 DP 537192	604	4
201457	95 Woodcocks Road	892923	Lot 1 DP 537192	766	4



Attachment C – Proposed Conditions for the Designation



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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:



Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>



Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



No.	Condition
<p>1.</p>	<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.
<p>2.</p>	<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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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>
<p>3.</p>	<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; and <p>give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>
<p>4.</p>	<p>Lapse</p> <p>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>
<p>5.</p>	<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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<p>6.</p>	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(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:</p>



No.	Condition
	<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; and (vi) Ecological Management Plan (vii) Tree Management Plan
<p>7.</p>	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <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. 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.



No.	Condition
	<ul style="list-style-type: none"> (b) 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. (c) Conditions 8 (b) and (c) above will cease to apply if: <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> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (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; and (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; (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; (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; and 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; 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;



No.	Condition
	<ul style="list-style-type: none"> 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 22, 23, 24 and 25; 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.
	<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>
<p>10.</p>	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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



No.	Condition
	landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);



No.	Condition
	<ul style="list-style-type: none"> (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. <p>(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.</p>
<p>14.</p>	<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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <p>Advice Note: <i>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.</i></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 <p>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;



No.	Condition																																																										
	<ul style="list-style-type: none"> (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> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="347 969 1311 1816"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</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 rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(c) 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>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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<p>17.</p>	<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</p>																																																										



No.	Condition																			
	<p>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">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 DIN4150-3:1999</td> </tr> </tbody> </table> <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>(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 19(c)(x), then the methodology in Condition 19 shall apply</p>	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	
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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> <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 Error! Reference source not found. and Error! Reference source not found. 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 																			



No.	Condition
	<p>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)).</p> <p>(xii) Procedures for:</p> <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 16; b) assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category AB vibration criteria of Condition 16, 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; and <p>(xiii) Requirements for review and update of the CNVMP</p>
<p>19.</p>	<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> <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; and (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>
<p>20.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <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.</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;



No.	Condition
	<ul style="list-style-type: none"> (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 Error! Reference source not found. 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; and 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 Error! Reference source not found... <p>(c) 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.</p>

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].

<p>21.</p>	<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 the ecological management plan by:
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No.	Condition
	<ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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>If the ecological survey confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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 (confirmed through 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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained This could include: <ul style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding, (ii) details of measures to manage the effects of light spill on bat connectivity as far as practicable. 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) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>23.</p>	<ul style="list-style-type: none"> (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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"> (ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds): <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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and



No.	Condition
	<ul style="list-style-type: none"> c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. <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 Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
<p>24.</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> a. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 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: <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 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. Details on any mitigation required to address any potential operational disturbance



No.	Condition
	<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 Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <p>(i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i></p>
25.	<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. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.</p> <p>(b) The Tree Management Plan shall:</p> <p>(i) confirm that the trees listed in Schedule 3 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include:</p> <p>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; and c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(c) 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>
26.	<p>Low Noise Road Surface</p> <p>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)</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(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:</p> <p>(i) The volume of traffic exceeds 10,000 vehicles per day; or a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. 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(b)(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.</p>
27.	<p>Traffic Noise</p> <p>For the purposes of Conditions 28 to 40:</p> <p>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806;</p>



No.	Condition
	<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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>;</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 only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>;</p> <p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
28.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 28 to 41 (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>
29.	<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 <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p>
30.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
31.	<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>
32.	<p>Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.</p>
33.	<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>
34.	<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>
35.	<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 visit the building and assess the noise reduction performance of the existing building envelope.</p>
36.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 35 above if:</p>



No.	Condition
	<p>(a) The Requiring Authority’s Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</p> <p>(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</p> <p>(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 35 above (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <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>37.</p>	<p>Subject to Condition 36 above, within six months of the assessment undertaken in accordance with Conditions 35 and 36, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>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>
<p>38.</p>	<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>
<p>39.</p>	<p>Subject to Condition 36, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 37 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(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 36 (including where the owner did not respond within that period); or</p> <p>The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
<p>40.</p>	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>



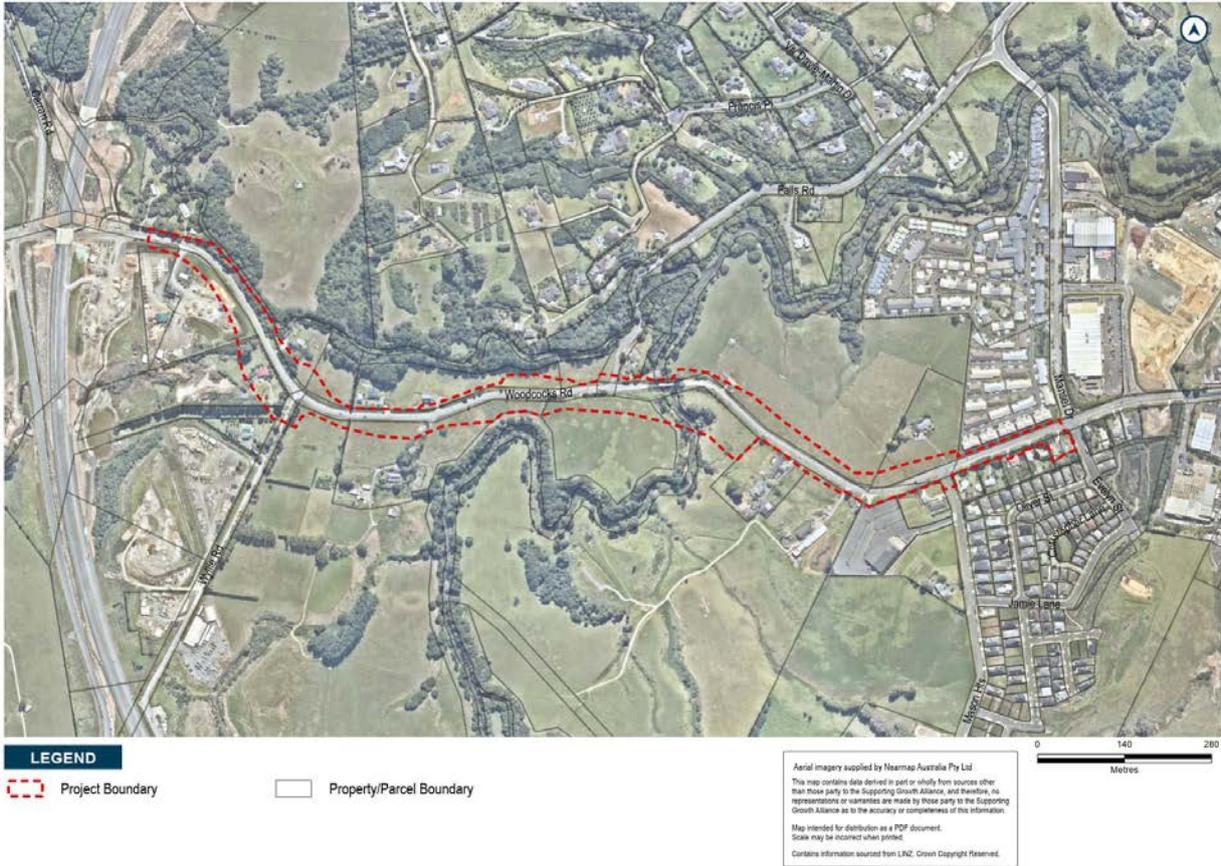
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of upgrade of the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east to an urban arterial with active mode facilities.

The proposed work is shown in the following Concept Plan and includes:

- Upgrading the corridor to an urban arterial with walking and cycling facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Bat Movement Corridors

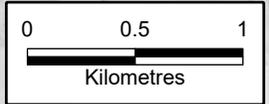
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LEGEND

 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-057_Bird_Mitigation-WD

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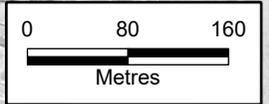
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Bird Mitigation



100

**Schedule 3: Trees**

Tree No.	Vegetation Type	Protection	Species	Age
201	Group of Trees	Road Reserve	Totara and Poplar, mixed shrubs	Semi-mature
202	Group of Trees	Road Reserve	Exotic and native shrubs / hedge / small Totara	Young-semi-mature



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
372 Woodcocks Road	Altered Road	Category A
371 Woodcocks Road	Altered Road	Category A
100 Woodcocks Road	Altered Road	Category A
2 Mason Heights	Altered Road	Category A
1 Mason Heights	Altered Road	Category A
18 Oliver Street	Altered Road	Category A
10 Oliver Street	Altered Road	Category A
12 Oliver Street	Altered Road	Category A
14 Oliver Street	Altered Road	Category A
16 Oliver Street	Altered Road	Category A
20 Oliver Street	Altered Road	Category A
3 Mason Heights	Altered Road	Category A
22 Oliver Street	Altered Road	Category A
8 Oliver Street	Altered Road	Category A
6 Oliver Street	Altered Road	Category A
4 Oliver Street	Altered Road	Category A
6 Evelyn Street	Altered Road	Category A
7 Evelyn Street	Altered Road	Category A
5 Evelyn Street	Altered Road	Category A
85 Woodcocks Road	Altered Road	Category A
83 Woodcocks Road	Altered Road	Category A
127 Woodcocks Road	Altered Road	Category A
317 Woodcocks Road	Altered Road	Category A



105 Woodcocks Road	Altered Road	Category A
101-103 Woodcocks Road	Altered Road	Category A
111 Woodcocks Road	Altered Road	Category A
99 Woodcocks Road	Altered Road	Category A
97 Woodcocks Road	Altered Road	Category A



NZS 6806 Assessment Area
 Protected Premises and Facilities

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Map Scale @ A3:



Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Title: **Supporting Growth**
NoR 2 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area
Protected Premises and Facilities

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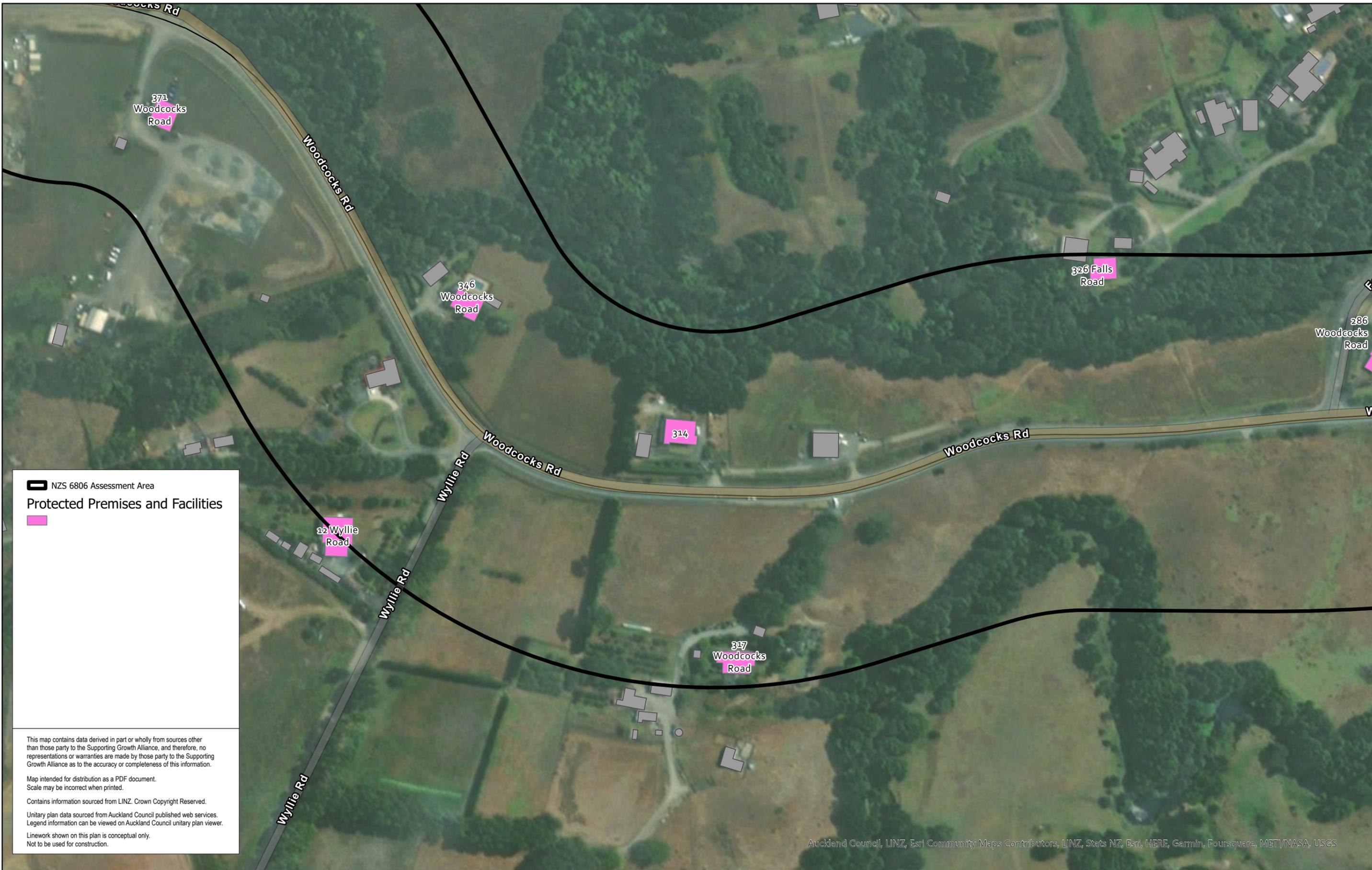
Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 2 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
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NZS 6806 Assessment Area

Protected Premises and Facilities

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Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 2 - Addresses <small>Working Plans of Te Tupu Ngatahi. For the purpose of INTERNAL WORKSHOPS (not for wider distribution)</small>
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 2 - Addresses

Working Plans of Te Tupu Ngatahi.
For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

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Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area

Protected Premises and Facilities

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Client: **Supporting Growth**

Project: **Warkworth**



Discipline: **GIS**

Drawing No: **SGA-NV-NW-013**

ATTACHMENT 07
NoR 3 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for the upgrade to State Highway 1 between Fairwater Road and the Rural Urban Boundary to an urban arterial corridor with active mode facilities.

Notice of Requirement – State Highway 1 – South Upgrade (NoR 3)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of an upgrade to SH1 to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: State Highway 1 between Fairwater Road and the Rural Urban Boundary (Refer to Attachments A and 8 of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 08

NoR 3 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 09

NoR 3 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an upgrade to State Highway 1 between Fairwater Road and the Rural Urban Boundary to an urban arterial corridor with cycle lanes and footpaths.

1. SUMMARY

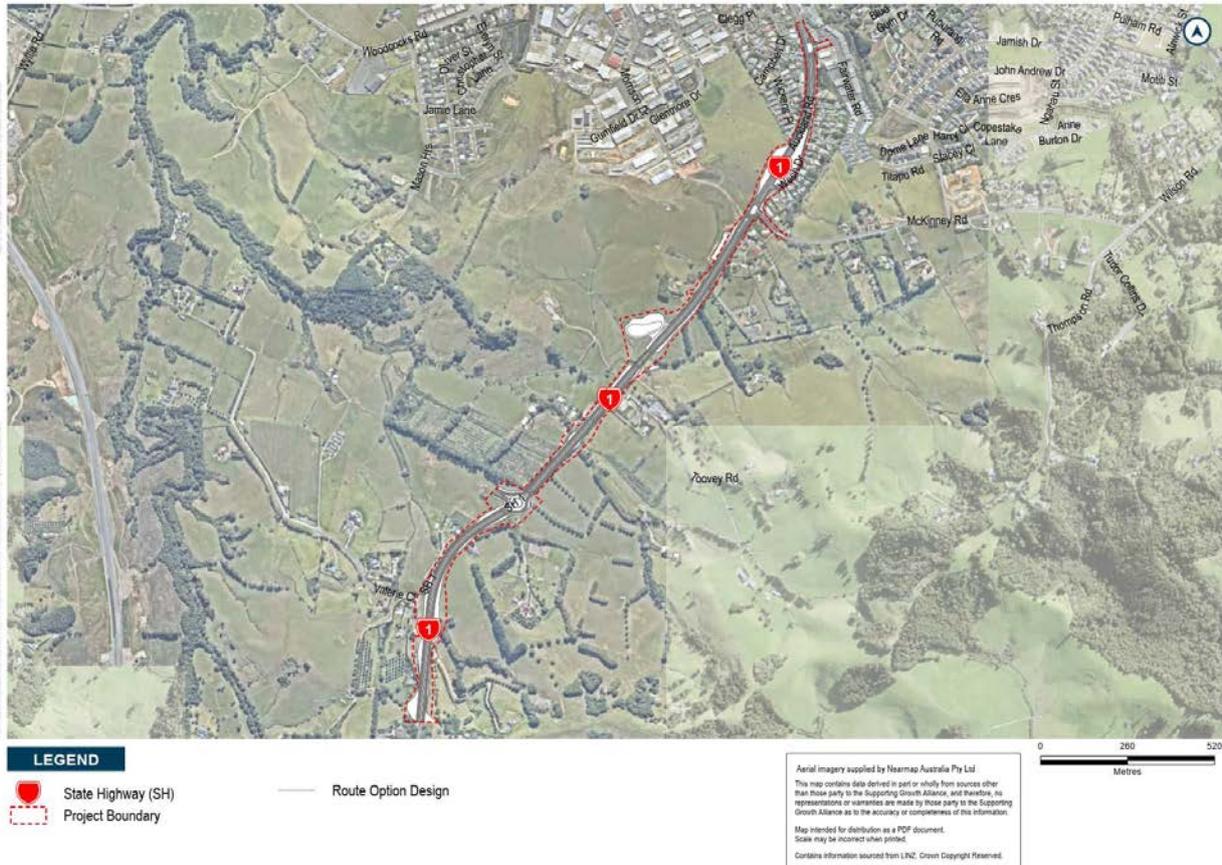
Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 3 which is for the construction, operation and maintenance of an upgrade to State Highway 1 between Fairwater Road and the Rural Urban Boundary to an urban arterial corridor with cycle lanes and footpaths.

Upon completion and commencement of the operation of Ara Tūhono (Pūhoi to Warkworth Motorway) the existing SH1 will undergo a revocation process by Waka Kotahi to change the status of the corridor from a state highway to a local (urban arterial) road. This process will transfer responsibility for the new urban arterial corridor to Auckland Transport.

The extent of NOR 3 and the proposed designation boundary is outlined below.





The purpose of the designation is for the construction, operation and maintenance of an upgrade to SH1 to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 3 are set out below:

Provide for an upgrade to the existing State Highway 1 corridor between the intersection with Fairwater Road and the southern Rural Urban Boundary that;

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.



2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 3 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 3 applies to an area of land approximately 73,695 square metres (not including legal road reserves) located in Warkworth. The requirement applies to 46 land parcels (not including legal roads). The land directly affected by NOR 3 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.5: NOR 3 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE).

Key features of the proposed corridor upgrade include the following:

- a) Widening and upgrading of SH1 to an urban arterial cross section including cycle lanes and footpaths.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular; Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:



- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 3 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 3 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 3 will assist AT in meeting this objective.

For the avoidance of doubt, AT is identified as the requiring authority for the SH1 upgrade project as upon completion and commencement of the operation of Ara Tūhono (Pūhoi to Warkworth Motorway) the existing SH1 will undergo a revocation process by Waka Kotahi and Auckland Transport to change the status of the corridor from a state highway to a local (urban arterial) road. Responsibility for the new urban arterial corridor will then be transferred to Auckland Transport.

The AT objectives for the Project are to:

Provide for an upgrade to the existing State Highway 1 corridor between the intersection with Fairwater Road and the southern Rural Urban Boundary that:

- a) Improves connectivity
- b) Improves safety



- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improving connectivity between transport networks and development areas throughout Warkworth.
- Supporting Vision Zero and road safety outcomes.
- Supporting the development of an efficient and reliable multi-modal transport network for Warkworth.
- Providing an upgraded transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors (Western Link, Wider Western Link, McKinney Road).
- Supporting mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 3 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 3 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.



10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 15 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

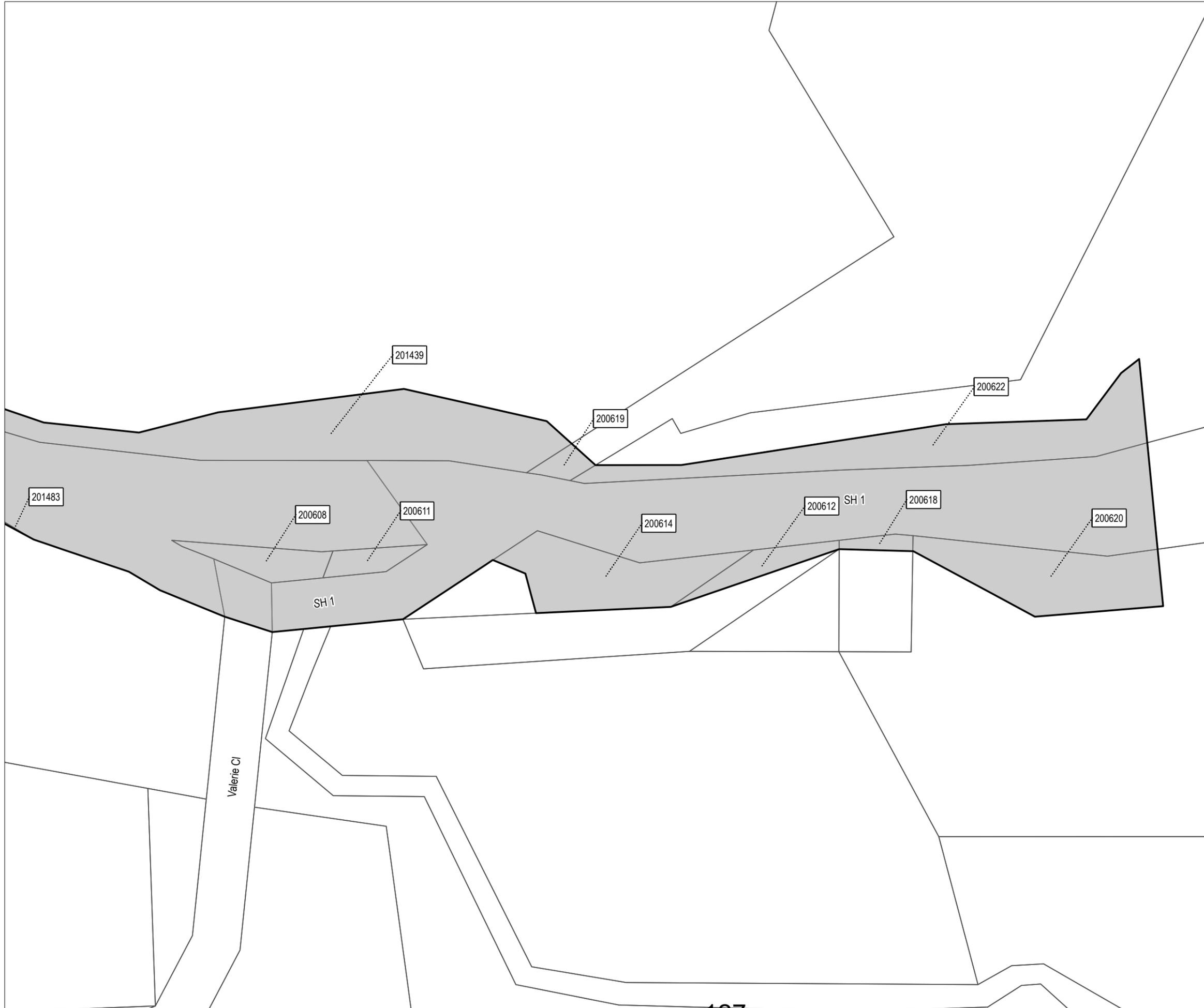
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans



Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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1	BAP	R.J.L	ST	01/05/2023



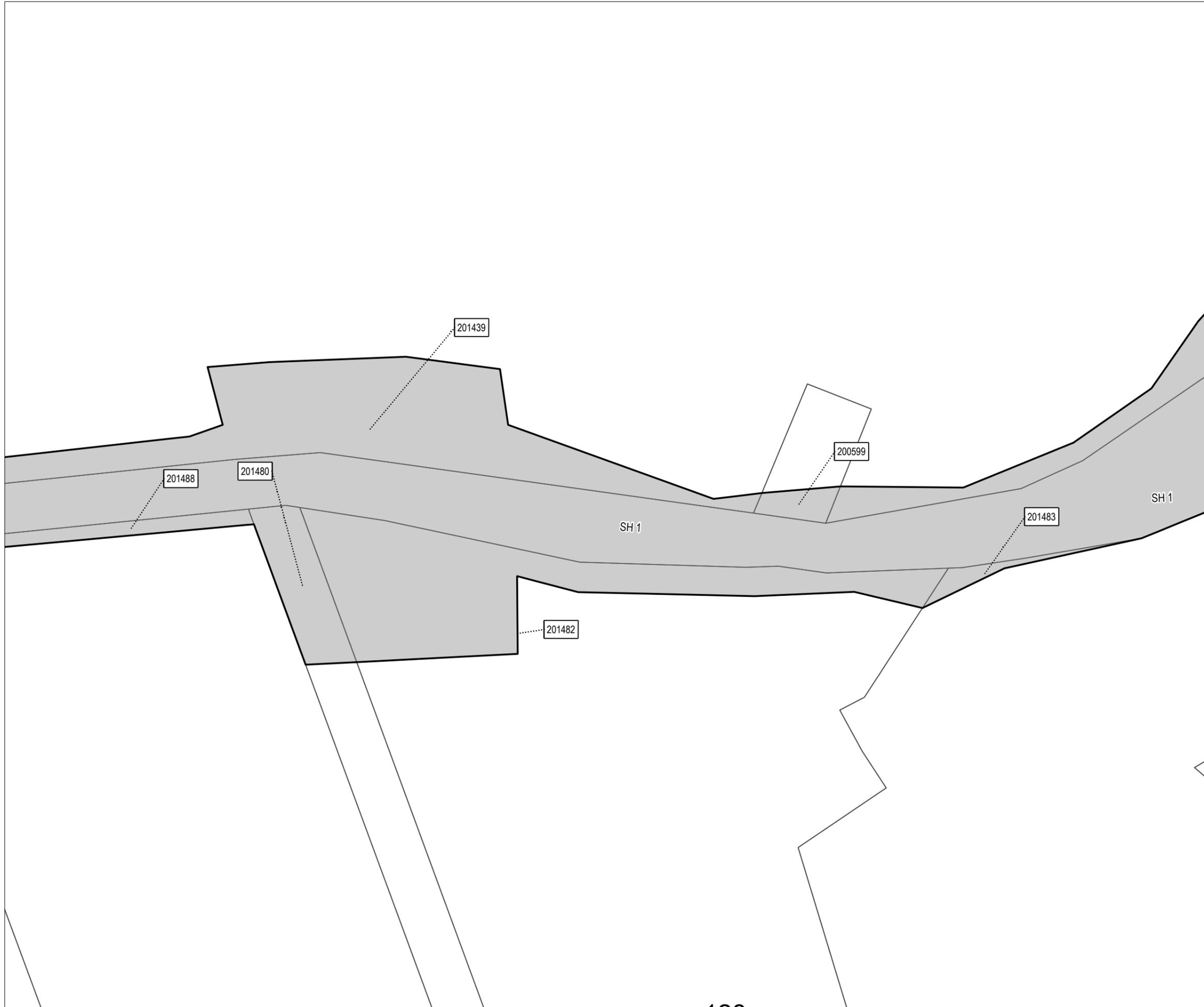
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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-06**
Sheet No : 1 of 6





Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

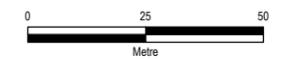


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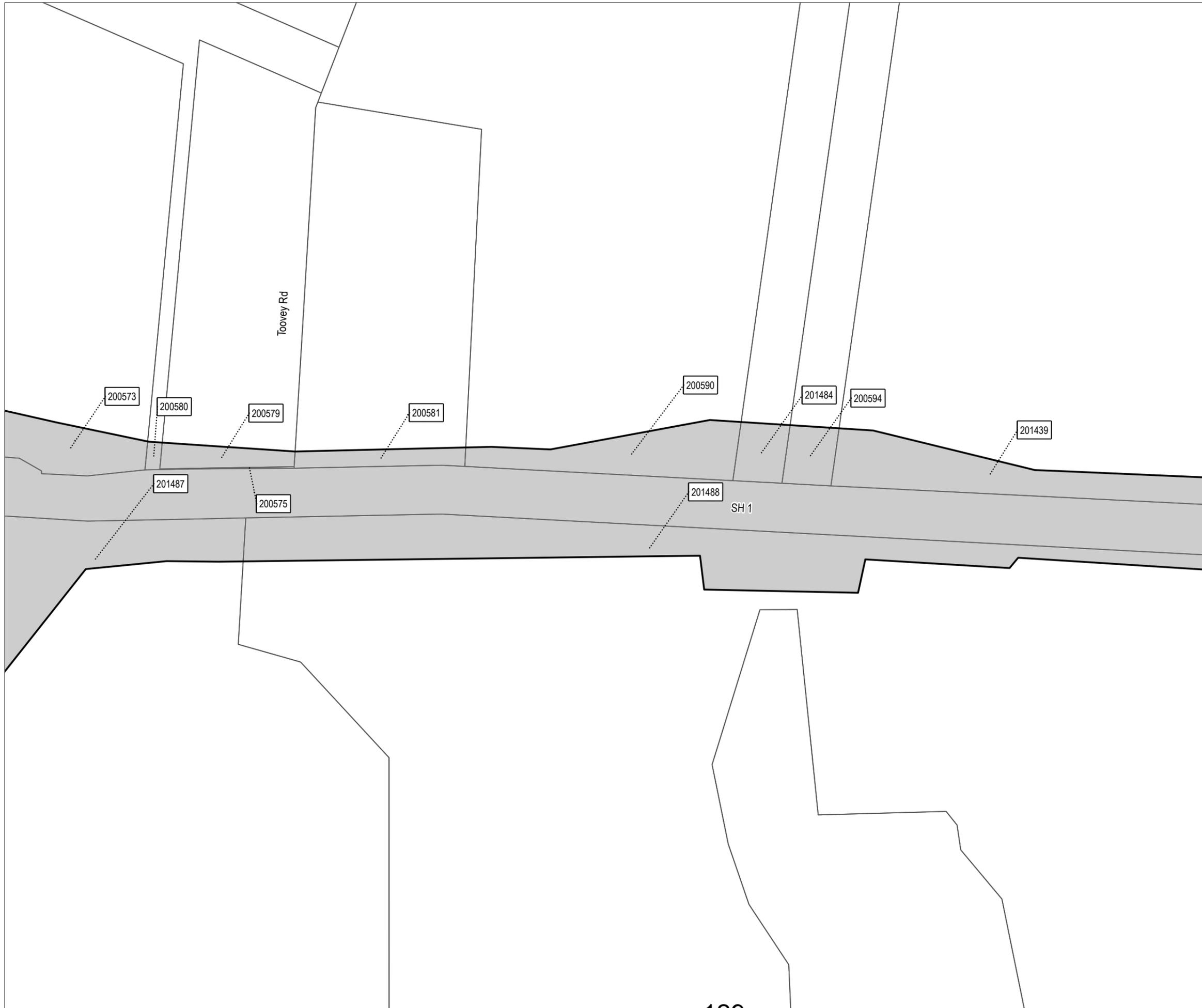
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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-06**
Sheet No : 2 of 6

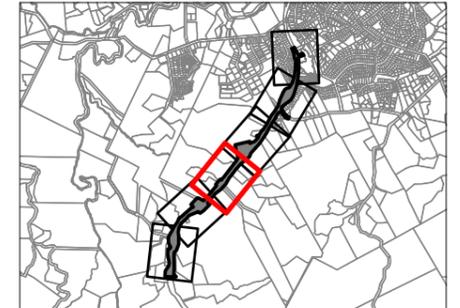




Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

- Legend**
- Proposed Designation
 - Parcel Boundary
 - 507729 Property ID



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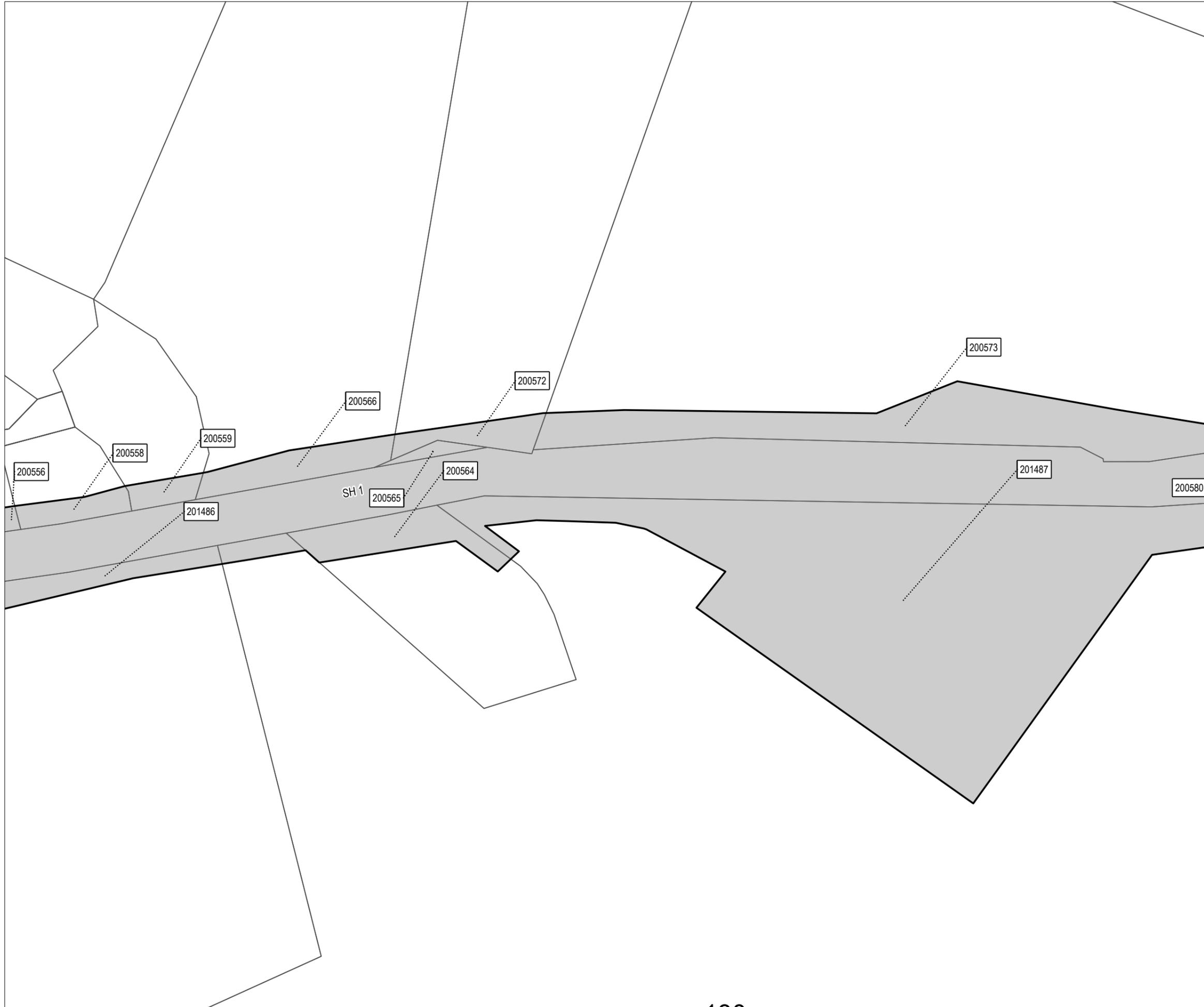
Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-06
Sheet No : 3 of 6

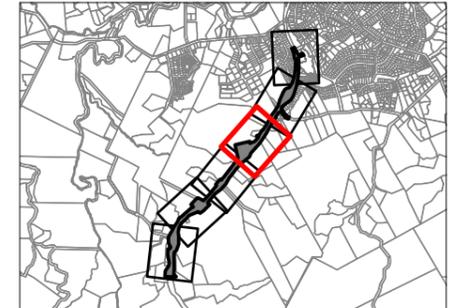




Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

- Legend**
- Proposed Designation
 - Parcel Boundary
 - 507729 Property ID

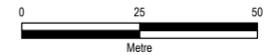


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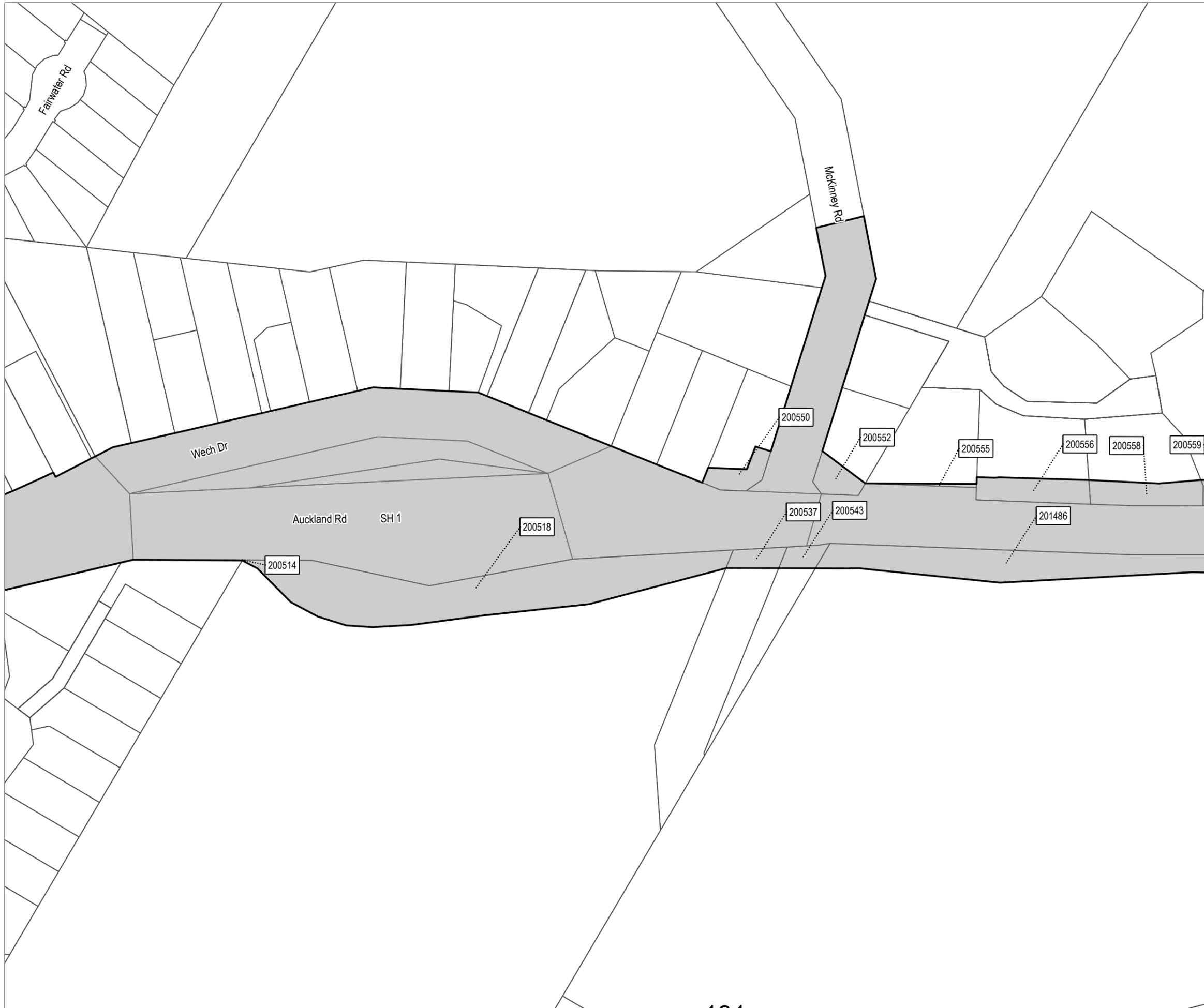
Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-06**
Sheet No : 4 of 6





Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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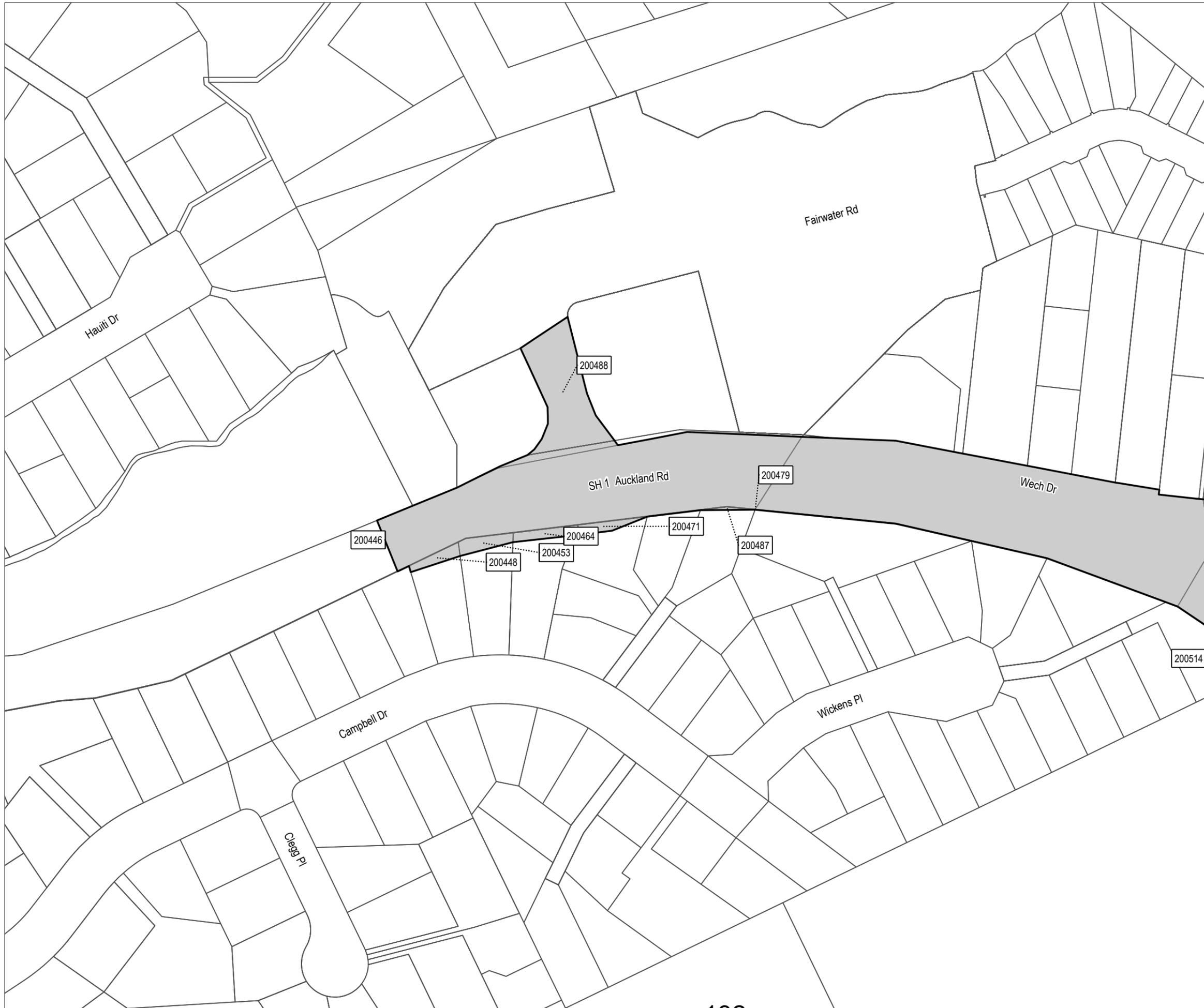
Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-06**
Sheet No : 5 of 6



New Zealand Government



Designation Plan

Land to be Designated
State Highway 1 – South Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

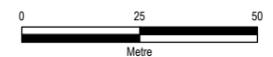


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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-06
Sheet No : 6 of 6




Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m ²)	Sheet No.
200446	Lot 63 DP 155183, Campbell Drive	NA92C/938	Lot 63 DP 155183	17	6
200448	23 Campbell Drive	NA98A/192	Lot 2 DP 162532	90	6
200453	25 Campbell Drive	NA92C/937	Lot 3 DP 155183	118	6
200464	27 Campbell Drive	NA107D/69	Lot 4 DP 162532	103	6
200464	27B Campbell Drive	NA117C/547	Lot 4 DP 162532	103	6
200471	33 Campbell Drive	NA105C/248	Lot 7 DP 172301	90	6
200479	Lot 63 DP 155183, Campbell Drive	NA105C/252	Lot 65 DP 172301	16	6
200487	37 Campbell Drive	NA105C/250	Lot 9 DP 172301	15	6
200488	8/9 Fairwater Road	735335	Lot 1 DP 488155	1037	6
200488	2/11 Fairwater Road	735339	Lot 1 DP 488155	1037	6
200488	1/9 Fairwater Road	735328	Lot 1 DP 488155	1037	6
200488		735324	Lot 1 DP 488155	1037	6
200488	3/11 Fairwater Road	735340	Lot 1 DP 488155	1037	6
200488		735345	Lot 1 DP 488155	1037	6
200488		735325	Lot 1 DP 488155	1037	6
200488		735322	Lot 1 DP 488155	1037	6
200488	8 Fairwater Road	735341	Lot 1 DP 488155	1037	6
200488	6/9 Fairwater Road	735333	Lot 1 DP 488155	1037	6
200488		735330	Lot 1 DP 488155	1037	6
200488	2/1 Fairwater Road	735320	Lot 1 DP 488155	1037	6
200488		735346	Lot 1 DP 488155	1037	6
200488		735323	Lot 1 DP 488155	1037	6
200488	5/9 Fairwater Road	735332	Lot 1 DP 488155	1037	6
200488		735343	Lot 1 DP 488155	1037	6
200488	2/4 Fairwater Road	735347	Lot 1 DP 488155	1037	6
200488	1/11 Fairwater Road	735338	Lot 1 DP 488155	1037	6
200488		735342	Lot 1 DP 488155	1037	6
200488		735327	Lot 1 DP 488155	1037	6
200488	1/3 Fairwater Road	735321	Lot 1 DP 488155	1037	6
200488		735319	Lot 1 DP 488155	1037	6
200488	10/9 Fairwater Road	735337	Lot 1 DP 488155	1037	6
200488		735344	Lot 1 DP 488155	1037	6
200488	65 Auckland Road	740906	Lot 1 DP 488155	1037	6
200488	9/9 Fairwater Road	735336	Lot 1 DP 488155	1037	6
200488	2/9 Fairwater Road	735329	Lot 1 DP 488155	1037	6
200488	2/5 Fairwater Road	735326	Lot 1 DP 488155	1037	6
200488	4/9 Fairwater Road	735331	Lot 1 DP 488155	1037	6
200488	7/9 Fairwater Road	735334	Lot 1 DP 488155	1037	6



200514	Lot 63 DP 155183, Campbell Drive	NA122A/633	Lot 65 DP 192345	45	5
200518	State Highway 1	NA86B/111	Lot 57 DP 145377	3200	5
200537	Pt Allot 65A SO 1150E, State Highway 1	NA55/91	Part Allot 65A PSH OF Mahurangi	175	5
200543	Lot 57 DP 145377, State Highway 1	NA86B/111	Lot 58 DP 145377	148	5
200550	23 Wech Drive	NA1B/883	Lot 26 DP 40634	251	5
200552	McKinney Road	NA1129/266	Lot 27 DP 40634	229	5
200555	1848 State Highway 1	NA2B/1219	Lot 1 DP 49419	36	5
200556	8F McKinney Road	161175	Lot 1 DP 339170	451	4
200558	8E McKinney Road	161176	Lot 2 DP 339170	453	4
200559	8D McKinney Road	161177	Lot 3 DP 339170	305	4
200564	1829 State Highway 1	NA33B/146	Lot 1 DP 76750	1103	4
200565	1830 State Highway 1	NA658/124	Allot 264 PSH OF Mahurangi	153	4
200566	1838 State Highway 1	70665	Lot 7 DP 318057	966	4
200572	1830 State Highway 1	NA984/120	Part Allot 64 PSH OF Mahurangi	590	4
200573	1794 State Highway 1	NA91B/381	Lot 2 DP 152920	4373	3
200575	Pt Allot 228 SO 26171, Toovey Road	NA643/67	Allot 228 PSH OF Mahurangi	19	3
200579	7 Toovey Road	NA129B/533	Lot 3 DP 201410	470	3
200580	Toovey Road	NA129B/531	Lot 1 DP 201410	72	3
200581	8 Toovey Road	443141	Lot 1 DP 411602	492	3
200590	Toovey Road	443142	Lot 2 DP 411602	1662	3
200594	1768 State Highway 1	NA1008/250	Part Allot 64 PSH OF Mahurangi	483	3
200599	1728 State Highway 1	NA66D/111	Lot 1 DP 117343	365	2
200608	Pt Allot 72 SO 42999, State Highway 1	NA35D/118	Part Allot 72 PSH OF Mahurangi	591	1
200611	Pt Allot 72 SO 42999, State Highway 1	NA35D/118	Part Allot 73 PSH OF Mahurangi	331	1
200612	1693 State Highway 1	NA35C/565	Part Allot 219 PSH OF Mahurangi	468	1
200614	1693 State Highway 1	NA35C/565	Part Allot 221 PSH OF Mahurangi	1895	1
200618	1673 State Highway 1	NA46B/583	Lot 1 DP 67379	169	1
200619	1684A State Highway 1	NA68C/987	Lot 2 DP 119449	213	1
200620	1659 State Highway 1	NA102C/186	Lot 3 DP 99453	2105	1
200622	1684 State Highway 1	NA68C/986	Lot 1 DP 119449	3069	1



201439	1738 State Highway 1	1029181	Lot 1 DP 568727	13864	1
201480	40 Valerie Close	902781	Lot 3 DP 539629	1371	2
201482	1723 State Highway 1	902780	Lot 2 DP 539629	6107	2
201483	1711 State Highway 1	902779	Lot 1 DP 539629	293	1
201484	1770 State Highway 1	930521	Lot 2 DP 545378	488	3
201486	25 Gumfield Drive	1109253	Lot 2 DP 583685	1881	4
201487	81 Morrison Drive	1109252	Lot 1 DP 583685	17331	3
201488	1765 State Highway 1	1000429	Lot 2 DP 563173	5956	2



Attachment C – Proposed Conditions for the Designation



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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:



Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>



Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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; and (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>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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>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> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(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:</p>



No.	Condition
	<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; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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.



No.	Condition
	<p>(b) 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>(c) Conditions 8(b) and (c) above will cease to apply if:</p> <p>(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</p> <p>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</p>
9.	<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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation 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 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 a quality urban environment.</p> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Auckland Transport's Urban Roads and Streets Design Guide;</p> <p>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</p> <p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <p>(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;</p> <p>(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;</p> <p>(iii) Promotes inclusive access (where appropriate); and</p> <p>(iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:</p> <p>a. Crime Prevention Through Environmental Design (CPTED) principles;</p> <p>b. Safety in Design (SID) requirements; and</p> <p>c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</p> <p>(e) The ULDMP(s) shall include:</p> <p>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</p> <p>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</p> <p>(iii) Landscape and urban design details – that cover the following:</p> <p>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;</p> <p>b. Roadside elements – such as lighting, fencing, wayfinding and signage;</p> <p>c. architectural and landscape treatment of all major structures, including bridges and retaining walls;</p> <p>d. Architectural and landscape treatment of noise barriers;</p> <p>e. Landscape treatment of permanent stormwater control wetlands and swales;</p> <p>f. Integration of passenger transport;</p>



No.	Condition
	<ul style="list-style-type: none"> 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 22, 23 and 24; 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.
	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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.



No.	Condition
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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);



No.	Condition
	<ul style="list-style-type: none"> (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. <p>(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.</p>
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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <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>
15.	<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 <p>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; (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;



No.	Condition																																																										
	<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 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); 																																																										
16.	<p>Construction Noise Standards</p> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="306 846 1270 1693"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</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 rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>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>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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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>																																																										



No.	Condition			
	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	
	<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>(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 19(c)(x), then the methodology in Condition 19 shall apply</p>			
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> <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 16; 			



No.	Condition
	<p>b. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category AB vibration criteria of Condition 16, 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; and</p> <p>(i) Requirements for review and update of the CNVMP</p>
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> <p>(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:</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 standard 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; and</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 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> <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.</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> <p>(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;</p> <p>(ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p> <p>(iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p>



No.	Condition
	<ul style="list-style-type: none"> (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 b. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and 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) 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.</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 the ecological management plan by: <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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. (b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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).



No.	Condition
22.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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>(ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds):</p> <ol 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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. <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 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> <ol style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
23.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ol 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: <ol 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 and Experienced Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or



No.	Condition
	<p>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</p> <ul style="list-style-type: none"> 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 <p>e. Details on any mitigation required to address any potential operational disturbance</p> <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
24.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include <ul style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding (ii) Details of measures to manage the effects of light spill on bat connectivity as far as practicable. e. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).



No.	Condition
25.	<p>Low Noise Road Surface</p> <p>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)</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(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:</p> <p>(i) The volume of traffic exceeds 10,000 vehicles per day; or</p> <p>a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</p> <p>b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or</p> <p>c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</p> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.</p>
26.	<p>Traffic Noise</p> <p>For the purposes of Conditions 27 to 39:</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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>;</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 only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>;</p> <p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
27.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 39 (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>
28.	<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 <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p>
29.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>



No.	Condition
30.	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.
31.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
32.	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.
33.	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').
34.	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.
35.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 34 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 34 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>
36.	<p>Subject to Condition 35 above, within six months of the assessment undertaken in accordance with Conditions 34 and 35, 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; and (b) The options available for Building-Modification Mitigation to the building, if required; and (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.
37.	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.
38.	<p>Subject to Condition 35, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 37 if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority has completed Building Modification Mitigation to the building; or



No.	Condition
	<ul style="list-style-type: none">(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 35 (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.
39.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

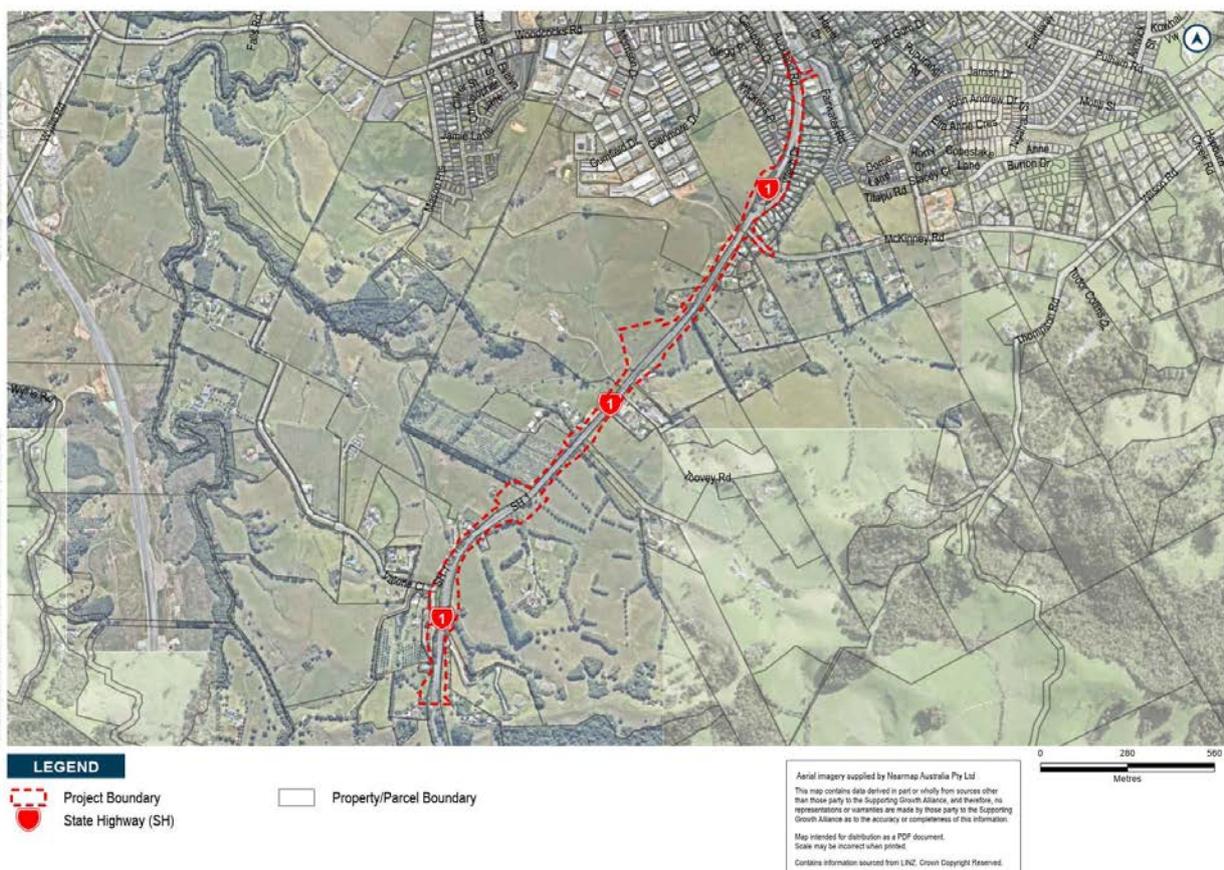
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to State Highway 1 between Fairwater Road and the Rural Urban Boundary to an urban arterial with cycle lanes and footpaths.

The proposed work is shown in the following Concept Plan and includes:

- Widening and upgrading of SH1 to an urban arterial cross section including cycle lanes and footpaths.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





Schedule 2: Identified Biodiversity Areas

LEGEND

- Designation Boundary
- Identified Biodiversity Area



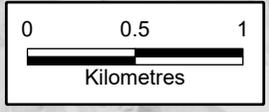
Bat Movement Corridors

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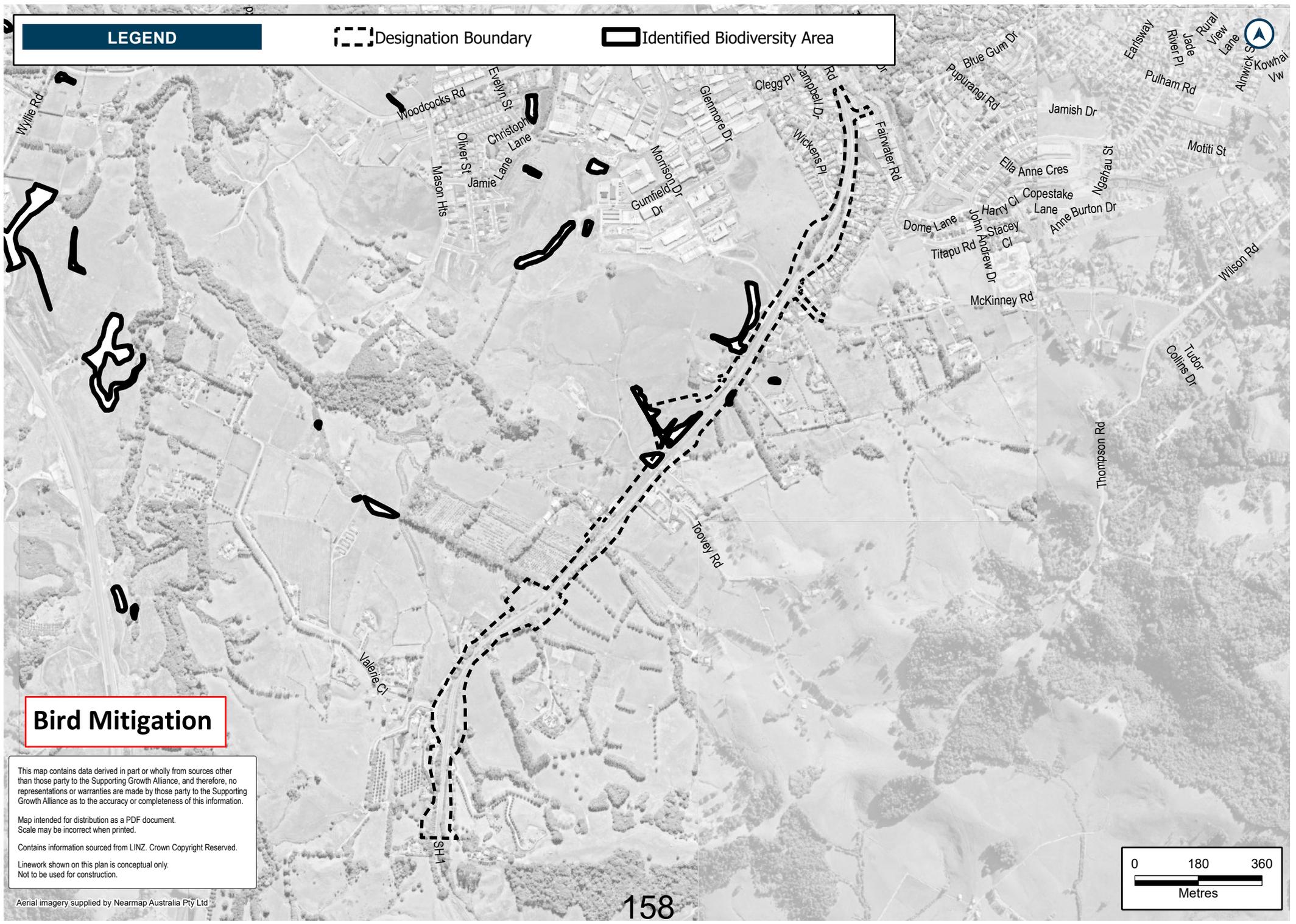
LEGEND

 Designation Boundary

 Identified Biodiversity Area

Name of Map: SGA-EC-WW-058-Bird-Mitigation-SH1

Path: \\Bea.nz\proje\da\381138109\4\T\01011\Map\06_ArcGIS Pro\011\Work\m\SGA_Work\Work_Ecology_Figures.aprx



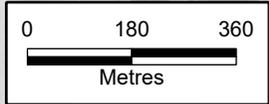
Bird Mitigation

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Schedule 3: Trees

No protected trees are impacted by this Notice of Requirement



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
1659 State Highway 1	Altered Road	Category A
1829 State Highway 1	Altered Road	Category A
1773 State Highway 1	Altered Road	Category A
1723B State Highway 1	Altered Road	Category A
1723 State Highway 1	Altered Road	Category A
1728 State Highway 1	Altered Road	Category A
1695 State Highway 1	Altered Road	Category A
1695 State Highway 1	Altered Road	Category A
1773 State Highway 1	Altered Road	Category A
15 Wech Drive	Altered Road	Category A
17A Wech Drive	Altered Road	Category A
1/6 Wech Drive	Altered Road	Category A
45 Campbell Drive	Altered Road	Category A
5 Wickens Place	Altered Road	Category A
7 Wickens Place	Altered Road	Category A
17 Wickens Place	Altered Road	Category A
10 Wickens Place	Altered Road	Category A
12 Wickens Place	Altered Road	Category A
16 Wickens Place	Altered Road	Category A
21 Wickens Place	Altered Road	Category A
24 Wickens Place	Altered Road	Category A
25 Wickens Place	Altered Road	Category A
18 Wickens Place	Altered Road	Category A



20 Wickens Place	Altered Road	Category A
22 Wickens Place	Altered Road	Category A
5 Wech Drive	Altered Road	Category A
2/6 Wech Drive	Altered Road	Category A
7 Wech Drive	Altered Road	Category A
7A Wech Drive	Altered Road	Category A
8A Wech Drive	Altered Road	Category A
8 Wech Drive	Altered Road	Category A
10 Wech Drive	Altered Road	Category A
9 Wech Drive	Altered Road	Category A
12A Wech Drive	Altered Road	Category A
11 Wech Drive	Altered Road	Category A
14 Wech Drive	Altered Road	Category A
16 Wech Drive	Altered Road	Category A
2/18 Wech Drive	Altered Road	Category A
1/18 Wech Drive	Altered Road	Category A
17 Wech Drive	Altered Road	Category A
19 Wech Drive	Altered Road	Category A
21 Wech Drive	Altered Road	Category A
20 Wech Drive	Altered Road	Category A
22 Wech Drive	Altered Road	Category A
7 McKinney Road	Altered Road	Category A
6 McKinney Road	Altered Road	Category A
1848 State Highway 1	Altered Road	Category A
8C McKinney Road	Altered Road	Category A



8B McKinney Road	Altered Road	Category A
8D McKinney Road	Altered Road	Category A
8E McKinney Road	Altered Road	Category A
13A Campbell Drive	Altered Road	Category A
27B Campbell Drive	Altered Road	Category A
27 Campbell Drive	Altered Road	Category A
29 Campbell Drive	Altered Road	Category A
33 Campbell Drive	Altered Road	Category A
31 Campbell Drive	Altered Road	Category A
35 Campbell Drive	Altered Road	Category A
41 Campbell Drive	Altered Road	Category A
43 Campbell Drive	Altered Road	Category A
3 Wickens Place	Altered Road	Category A
37 Campbell Drive	Altered Road	Category A
39 Campbell Drive	Altered Road	Category A
9 Wickens Place	Altered Road	Category A
11 Wickens Place	Altered Road	Category A
22 Campbell Drive	Altered Road	Category A
20 Campbell Drive	Altered Road	Category A
18 Campbell Drive	Altered Road	Category A
16 Campbell Drive	Altered Road	Category A
14 Campbell Drive	Altered Road	Category A
1 Clegg Place	Altered Road	Category A
11B Campbell Drive	Altered Road	Category A
102 Haiti Drive	Altered Road	Category A



100 Haiti Drive	Altered Road	Category A
98 Haiti Drive	Altered Road	Category A
82 Haiti Drive	Altered Road	Category A
15 Campbell Drive	Altered Road	Category A
17 Campbell Drive	Altered Road	Category A
19 Campbell Drive	Altered Road	Category A
21 Campbell Drive,	Altered Road	Category A
23 Campbell Drive	Altered Road	Category A
25 Campbell Drive	Altered Road	Category A
8F McKinney Road	Altered Road	Category A
4/6 Wech Drive	Altered Road	Category A
3/6 Wech Drive	Altered Road	Category A
4B Wech Drive	Altered Road	Category A
4A Wech Drive	Altered Road	Category A
4 Wech Drive	Altered Road	Category A
3B Wech Drive	Altered Road	Category A
3 Wech Drive	Altered Road	Category A
1 Wech Drive	Altered Road	Category A
13 Wickens Place	Altered Road	Category A
14 Wickens Place	Altered Road	Category A
23 Wickens Place	Altered Road	Category A
7 Toovey Road	Altered Road	Category A
1673 State Highway 1	Altered Road	Category A
3 McKinney Road	Altered Road	Category A



 NZS 6806 Assessment Area
 Protected Premises and Facilities

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 Working Plans of Te Tupu Ngatahi.
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Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
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Project:	Warkworth



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NZS 6806 Assessment Area

Protected Premises and Facilities

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Title:

Supporting Growth

NoR 3 - Addresses

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Discipline:	GIS
Drawing No:	SGA-NV-NW-013



 NZS 6806 Assessment Area
 Protected Premises and Facilities

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Map Scale @ A3:



Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 3 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 3 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL USE ONLY (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
 Protected Premises and Facilities

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Revision	Author	Verified	Approved	Date
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Supporting Growth
NoR 3 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area

Protected Premises and Facilities

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1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 3 - Addresses

Working Plans of Te Tupu Ngatahi.
For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013

ATTACHMENT 10

NoR 4 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for the upgrade of the existing Matakana Road corridor between the Hill Street intersection and the edge of the Rural Urban Boundary to an urban arterial corridor with active mode facilities.

Notice of Requirement – Matakana Road Upgrade (NoR 4)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of an upgrade to Matakana Road to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: The existing Matakana Road corridor between the Hill Street intersection and the edge of the Rural Urban Boundary (refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 11

NoR 4 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 12

NoR 4 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an upgrade to Matakana Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 4 which is for the construction, operation and maintenance of an upgrade of the existing Matakana Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

The extent of NOR 4 and the proposed designation boundary is outlined below.



The purpose of the designation is for the construction, operation and maintenance of an upgrade to Matakana Road to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 4 are set out below:

Provide for an upgrade of the existing Matakana Road between the Hill Street intersection to the edge of the RUB to provide for an urban arterial corridor with active mode facilities that:

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift.

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 4 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 4 applies to an area of land approximately 49,562 square metres (not including legal road reserves) located in Warkworth. The requirement applies to 33 land parcels (not including legal roads). The



land directly affected by NOR 4 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.6: NOR 4 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE). In summary, the proposed work includes:

- a) Upgrading Matakana Road an urban arterial cross section with cycle lanes and footpaths.
- b) Tie-ins with existing roads, localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes to enable widening of the corridor, and associated cut and fill earthworks.
- e) Vegetation removal along the existing road corridor.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular; Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)



- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 4 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 4 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is “to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. NOR 4 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for an upgrade to Matakana Road between the Hill Street intersection and the northern Rural Urban Boundary that:

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improves connectivity between transport networks and development areas throughout Warkworth.
- Supporting Vision Zero and road safety outcomes.
- Supports the development of an efficient and reliable multi-modal transport network for Warkworth.



- Provides an upgraded transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors (Te Honohono ki Tai – Matakana Link Road, Sandspit Link).
- Supports mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 4 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 4 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 15 years for implementation of the proposed designation.



11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

A handwritten signature in black ink, appearing to read 'Jane Small', is positioned above the printed name.

Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

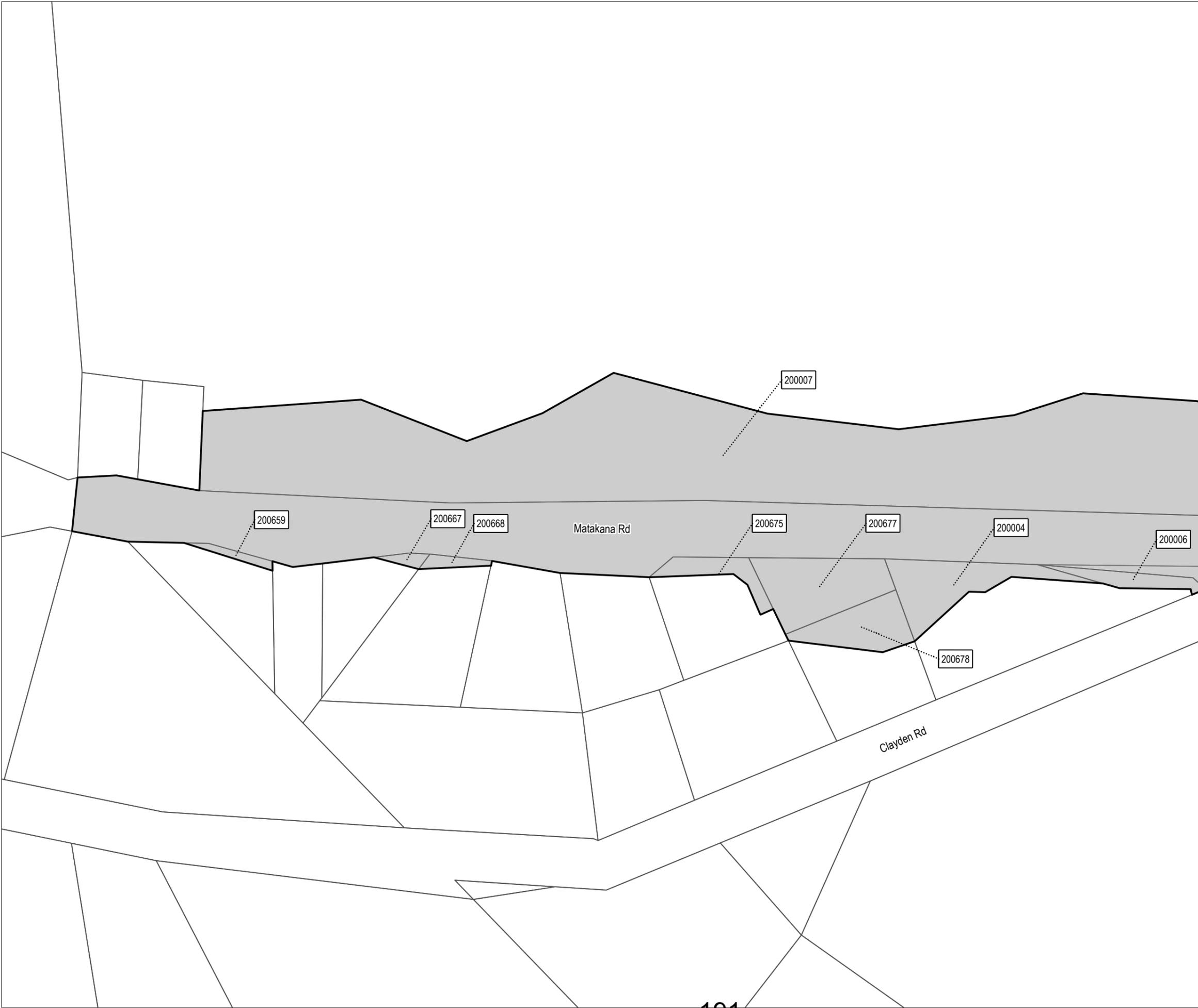
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans

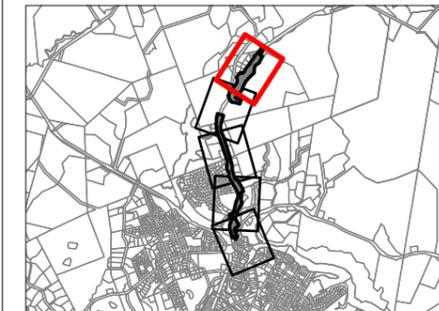


Designation Plan

Land to be Designated
Matakana Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

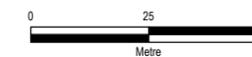


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	01/05/2023



Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-05
Sheet No : 1 of 5





Designation Plan

Land to be Designated
Matakana Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

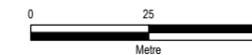


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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-05
Sheet No : 2 of 5



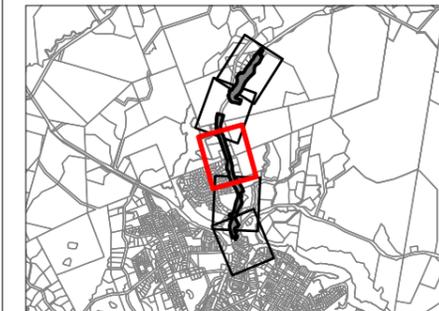


Designation Plan

Land to be Designated
Matakana Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

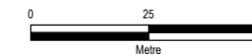


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Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-05
Sheet No : 3 of 5



New Zealand Government

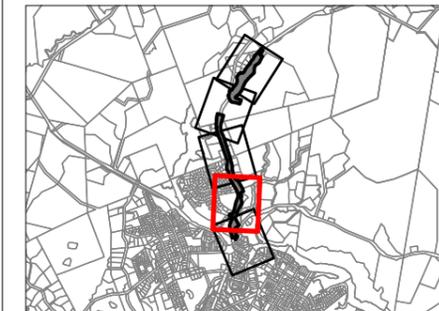


Designation Plan

Land to be Designated
Matakana Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

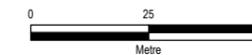


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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-05
Sheet No : 4 of 5





Designation Plan

Land to be Designated Matakana Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-05
Sheet No : 5 of 5




Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m ²)	Sheet No.
200004	2 Clayden Road	NA1022/40	Part Allot 175 PSH OF Mahurangi	1033	1
200006	2 Clayden Road	892018	Section 2 SO 532548	311	1
200007	Lot 3 DP 76450, Matakana Road	303754	Lot 1 DP 375478	23388	1
200015	245 Matakana Road	NA57B/189	Lot 1 DP 101758	842	2
200029	211 Matakana Road	NA768/145	Part Allot 101 PSH OF Mahurangi	285	2
200032	207 Matakana Road	NA79D/813	Lot 5 DP 135480	45	2
200034	190 Matakana Road	NA118C/41	Lot 1 DP 188363	2464	2
200036	185 Matakana Road	NA79D/812	Lot 4 DP 135480	648	2
200040	170 Matakana Road	NA126A/930	Lot 1 DP 198517	481	3
200041	Lot 8 DP 135480, Matakana Road	353190	Lot 8 DP 135480	46	2
200041	157 Matakana Road	NA79D/810	Lot 8 DP 135480	46	2
200041	185 Matakana Road	NA79D/812	Lot 8 DP 135480	46	2
200041	207 Matakana Road	NA79D/813	Lot 8 DP 135480	46	2
200044	171 Matakana Road	353189	Lot 3 DP 135480	388	3
200045	160 Matakana Road	NA126A/931	Lot 2 DP 198517	991	3
200048	165 Matakana Road	NA79D/814	Lot 6 DP 135480	711	3
200055	154 Matakana Road	714311	Lot 2 DP 492082	81	3
200056	140 Matakana Road	714310	Lot 1 DP 492082	487	3
200059	157 Matakana Road	NA79D/810	Lot 2 DP 135480	57	3
200064	19 Northwood Close	671299	Lot 126 DP 480443	196	3
200073	130 Matakana Road	NA131A/934	Lot 2 DP 204359	605	3
200081	120 Matakana Road	NA131A/935	Lot 3 DP 204359	1078	3
200088	98 Matakana Road	NA31B/930	Lot 7 DP 703	3255	3
200107	96 Matakana Road	521422	Lot 1 DP 431389	1212	4
200112	76 Matakana Road	521423	Lot 2 DP 431389	4384	4
200132	3 Melwood Drive		Lot 4 DP 146485	7	4
200136	5 Matakana Road	NA82D/248	Lot 2 DP 146485	157	4
200142	3 Matakana Road	NA20B/883	Part Lot 1 DP 55475	840	4



200166	1A Matakana Road	NA30A/110 9	Lot 2 DP 55475	384	5
200659	303 Matakana Road	NA15D/728	Lot 1 DP 51416	106	1
200667	299 Matakana Road	NA15D/730	Lot 3 DP 51416	80	1
200668	297 Matakana Road	325215	Lot 1 DP 381150	116	1
200675	291 Matakana Road	NA1060/30	Part Allot 175 PSH OF Mahurangi	379	1
200677	289 Matakana Road	NA1149/35	Part Allot 175 PSH OF Mahurangi	1210	1
200678	4 Clayden Road	NA1149/36	Part Allot 175 PSH OF Mahurangi	737	1
201449	49 Matakana Road	967828	Lot 135 DP 541388	2558	4



Attachment C – Proposed Conditions for the Designation



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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:



Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>



Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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; and (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>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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>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> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p>



No.	Condition
	<p>(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:</p> <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; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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.



No.	Condition
	<ul style="list-style-type: none"> (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. (b) 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. (c) Conditions 8 (b) and (c) above will cease to apply if: <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.
9.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (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; and (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; (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; (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; and 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; 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;

No.	Condition
	<ul style="list-style-type: none"> 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(f) The ULDM 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. 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 21, 22, 23, 24 and 25; 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.
	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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,



No.	Condition
	the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint;



No.	Condition
	<ul style="list-style-type: none"> (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. <p>(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.</p>
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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <p>Advice Note: <i>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.</i></p>
15.	<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 <p>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;

No.	Condition																																																										
	<ul style="list-style-type: none"> (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> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="316 947 1278 1794"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</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 rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <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 18(c)((x)), then the methodology in Condition 19 shall apply.</p>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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<p>17.</p>	<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</p>																																																										



No.	Condition																			
	<p>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" data-bbox="292 443 1342 768"> <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 DIN4150-3:1999</td> </tr> </tbody> </table> <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>(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	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	
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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 DIN4150-3:1999																		
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> <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> <ol 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 																			



No.	Condition
	<p>sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18 (c)(x).</p> <p>(xii) Procedures for:</p> <ol 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; and <p style="text-align: center;">(i) Requirements for review and update of the CNVMP</p>
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> <ol 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: <ol 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> <ol 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; and (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> <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.</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> <ol 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;



No.	Condition
	<ul style="list-style-type: none"> (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 b. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and 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 13. <p>(c) 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.</p>
	<p>Accidental Discoveries</p> <p>Advice Note: <i>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.</i></p> <p><i>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></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 the ecological management plan by: <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> are still present;



No.	Condition
	<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.</p> <p>If the ecological survey confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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 Error! Reference source not found. for these areas (Confirmed Biodiversity Areas).</p>
<p>22.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ol 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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained This could include <ol style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding (ii) Details of measures to manage the effects of light spill on bat connectivity as far as practicable. e. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <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 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> <ol style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>23.</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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>(ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds):</p> <ol 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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds.



No.	Condition
	<p>d. Details of grass maintenance if Pipit are present.</p> <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 Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
24.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> a. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 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: <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 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. Details on any mitigation required to address any potential operational disturbance <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>



No.	Condition
	<p>Advice Note:</p> <p>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"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
25.	<p>Tree Management Plan</p> <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. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3. (b) The Tree Management Plan shall: <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 3 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include: <ul style="list-style-type: none"> a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9); b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (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.
26.	<p>Low Noise Road Surface</p> <p>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)</p> <ul style="list-style-type: none"> (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (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: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.
27.	<p>Traffic Noise</p> <p>For the purposes of Conditions 28 to 40:</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; (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 4: Identified PPFs Noise Criteria Categories;



No.	Condition
	(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 <i>Schedule 4: PPFs Noise Criteria Categories</i> ; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
28.	The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 28 to 40 (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.
29.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 4 PPFs Noise Criteria Categories</i> .
30.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i> , taking into account the Selected Mitigation Options.
31.	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.
32.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
33.	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.
34.	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').
35.	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.
36.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 35 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



No.	Condition
	<p>(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 35 above (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <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>
37.	<p>Subject to Condition 36 above, within six months of the assessment undertaken in accordance with Conditions 35 and 36, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>(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.</p>
38.	<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>
39.	<p>Subject to Condition 36, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 38 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(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 36 (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
40.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>

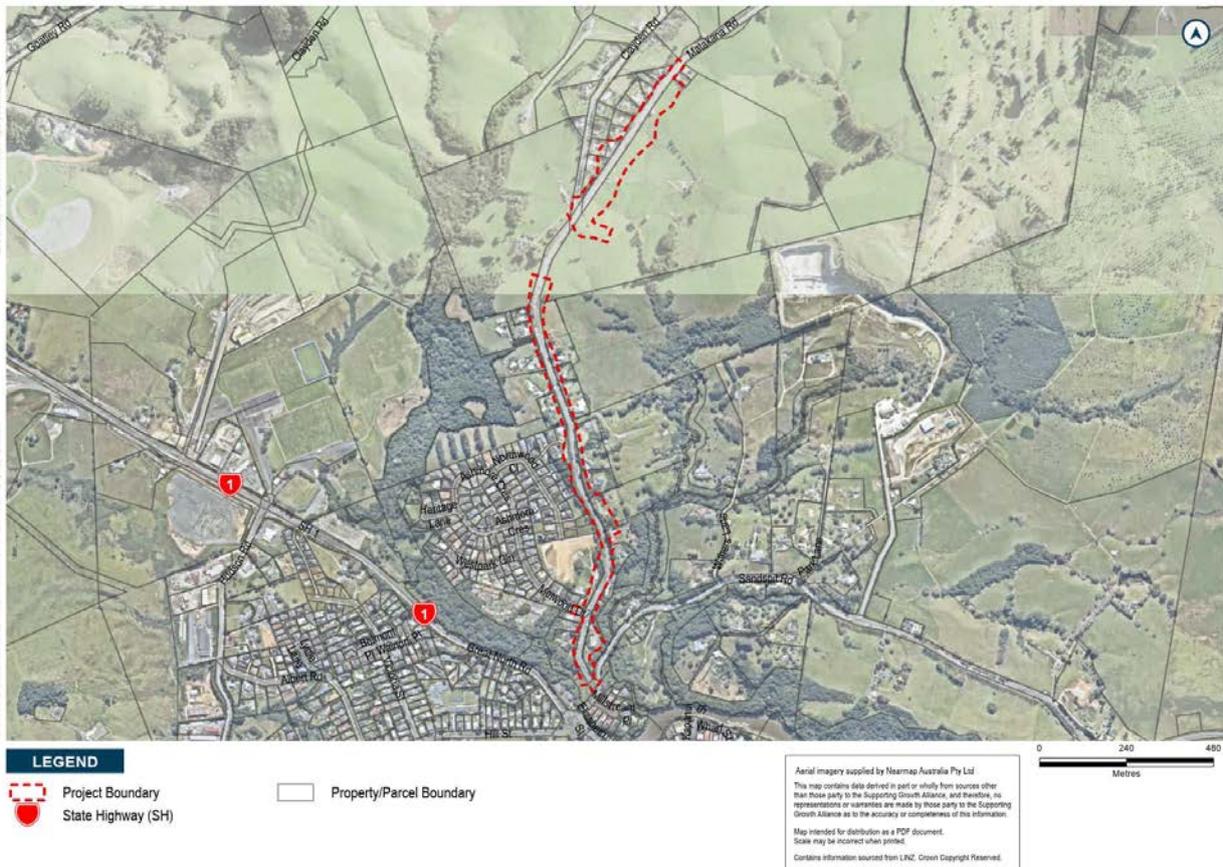
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance an upgrade to Matakana Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

The proposed work is shown in the following Concept Plan and includes:

- Upgrading Matakana Road an urban arterial cross section with cycle lanes and footpaths.
- Tie-ins with existing roads, localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- 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.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Bat Movement Corridors

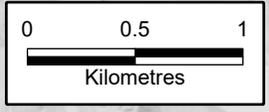
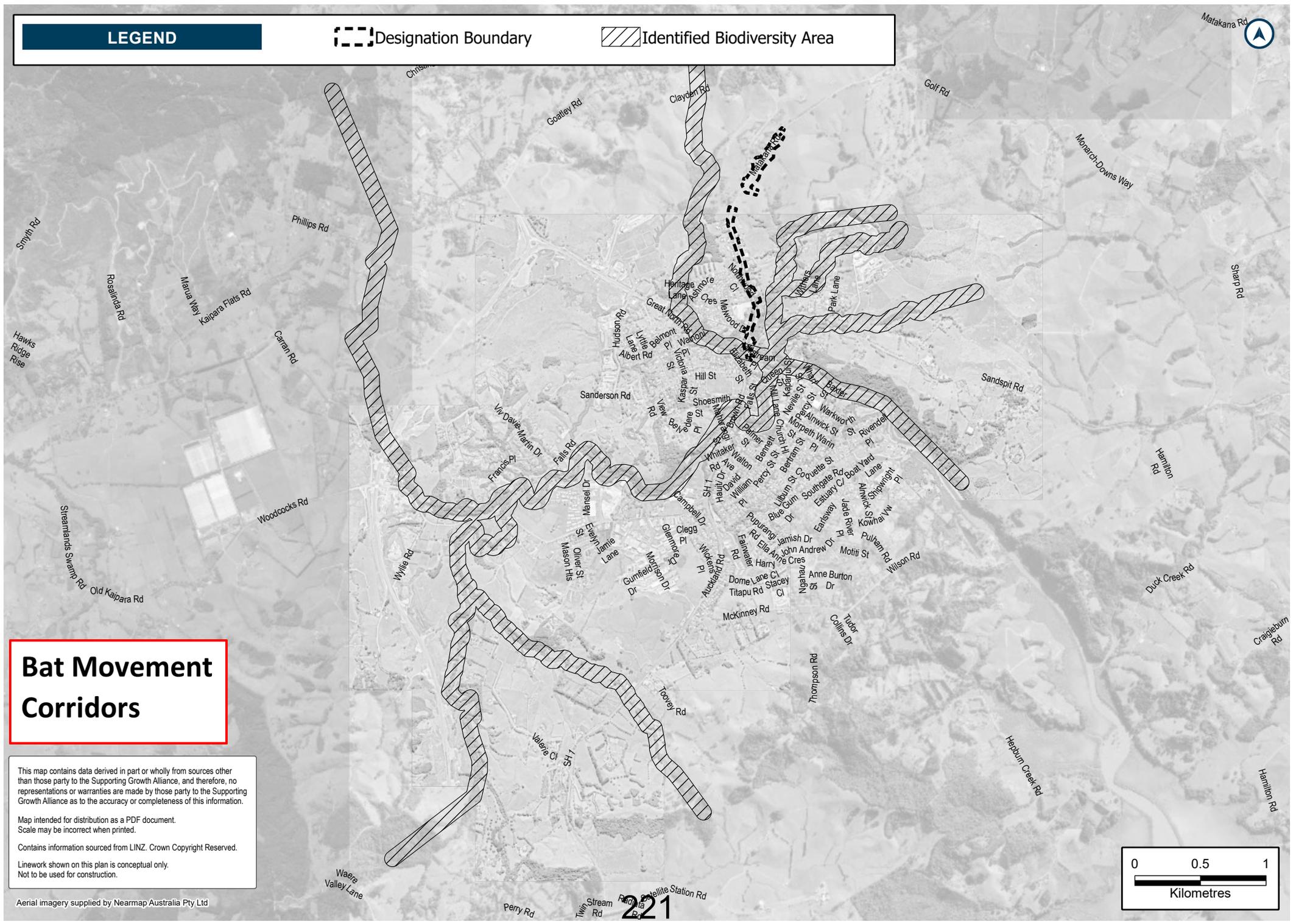
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221

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-052_Bird_Mitigation-MK

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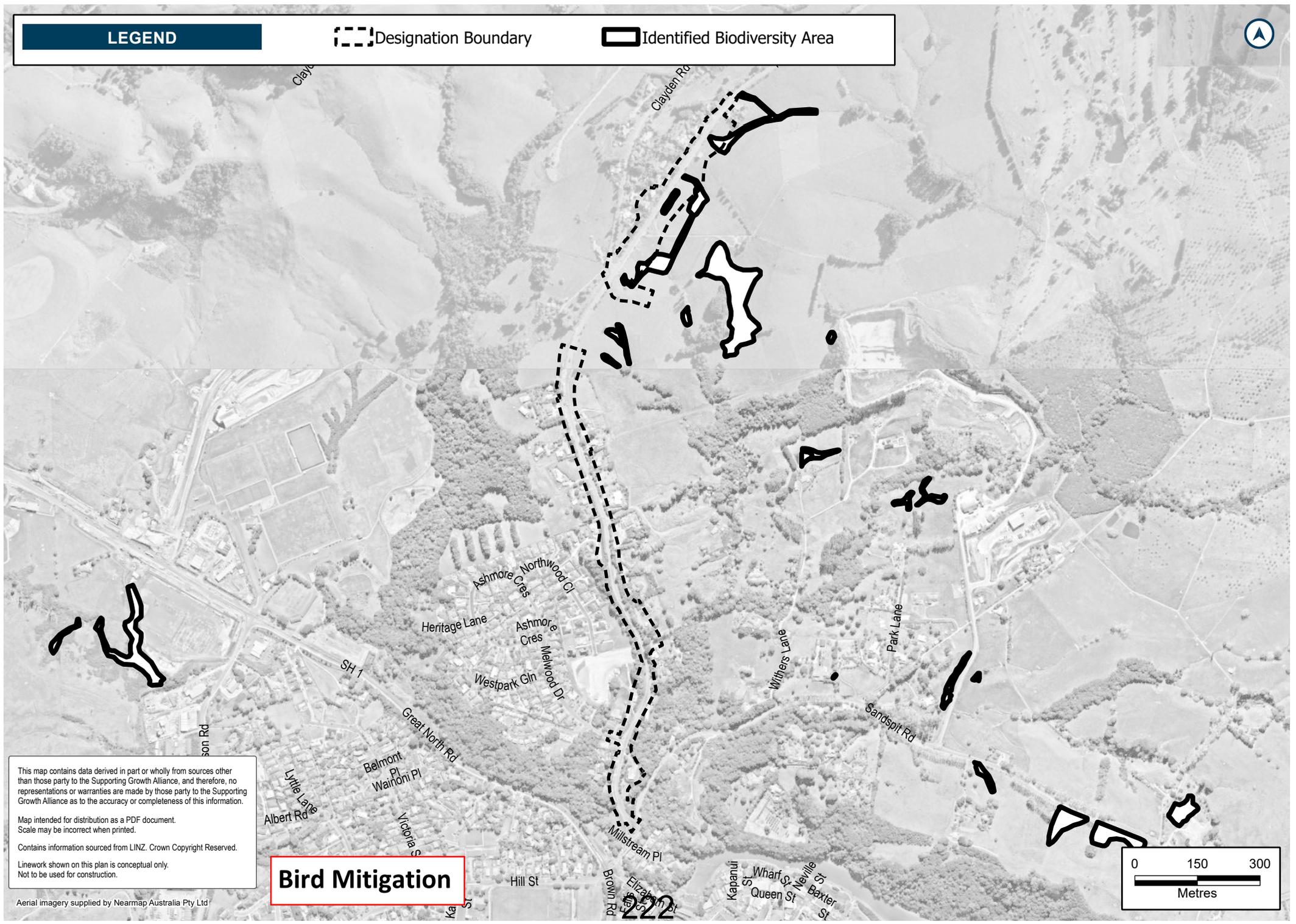
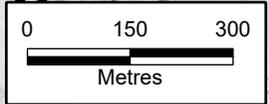
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Bird Mitigation

Aerial imagery supplied by Nearmap Australia Pty Ltd





Schedule 3: Trees

Tree No.	Vegetation Type	Protection	Species	Age
407	Single Tree	Road Reserve	Pohutukawa	Semi-mature
408	Single Tree	Road Reserve	Pohutukawa	Semi-mature
405	Group of Trees	Road Reserve	Totara/Weed Species/mixed pioneer natives	Mature
404	Group of Trees	Road Reserve	Totara/Weed Species/mixed pioneer natives	Mature
403	Single Tree	Road Reserve	Sweet Chestnut	Semi-mature
402	Single Tree	Road Reserve	Gleditsia	Semi-mature
401	Single Tree	Road Reserve	Pin Oak	Mature



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
40 Clayden Road	Altered Road	Category A
190 Matakana Road	Altered Road	Category A
8 Clayden Road	Altered Road	Category A
6 Clayden Road	Altered Road	Category A
293 Matakana Road	Altered Road	Category A
295 Matakana Road	Altered Road	Category A
297 Matakana Road	Altered Road	Category A
299 Matakana Road	Altered Road	Category A
303 Matakana Road	Altered Road	Category A
4 Clayden Road	Altered Road	Category A
2 Clayden Road	Altered Road	Category A
223 Matakana Road	Altered Road	Category A
170 Matakana Road	Altered Road	Category A
165 Matakana Road	Altered Road	Category A
160 Matakana Road	Altered Road	Category A
211 Matakana Road	Altered Road	Category A
171 Matakana Road	Altered Road	Category A
185 Matakana Road	Altered Road	Category A
13 Northwood Close	Altered Road	Category A
19 Northwood Close	Altered Road	Category A
6 Melwood Drive	Altered Road	Category A
49 Matakana Road	Altered Road	Category A
74 Matakana Road	Altered Road	Category A



76 Matakana Road	Altered Road	Category A
98 Matakana Road	Altered Road	Category A
120 Matakana Road	Altered Road	Category A
130 Matakana Road	Altered Road	Category A
140 Matakana Road	Altered Road	Category A
1 Millstream Place	Altered Road	Category A
3 Millstream Place	Altered Road	Category A
5 Millstream Place	Altered Road	Category A
7 Millstream Place	Altered Road	Category A
14 Millstream Place	Altered Road	Category A
12 Millstream Place	Altered Road	Category A
10 Millstream Place	Altered Road	Category A
4 Millstream Place	Altered Road	Category A
6 Millstream Place	Altered Road	Category A
8 Millstream Place	Altered Road	Category A
5 Matakana Road	Altered Road	Category A
1 Melwood Drive	Altered Road	Category A
3 Melwood Drive	Altered Road	Category A
4 Melwood Drive	Altered Road	Category A
3 Matakana Road	Altered Road	Category A
9 Millstream Place	Altered Road	Category A
15 Northwood Close	Altered Road	Category A
17 Northwood Close	Altered Road	Category A
23 Northwood Close	Altered Road	Category A
25 Northwood Close	Altered Road	Category A



27 Northwood Close	Altered Road	Category A
29 Northwood Close	Altered Road	Category A
31 Northwood Close	Altered Road	Category A
35 Northwood Close	Altered Road	Category A
33 Northwood Close	Altered Road	Category A
39 Northwood Close	Altered Road	Category A
233 Matakana Road	Altered Road	Category A
207 Matakana Road	Altered Road	Category A
44 Clayden Road	Altered Road	Category A
37 Northwood Close	Altered Road	Category A
43 Northwood Close	Altered Road	Category A
45 Northwood Close	Altered Road	Category A
47 Northwood Close	Altered Road	Category A
55 Northwood Close	Altered Road	Category A
61 Northwood Close	Altered Road	Category A
41 Northwood Close	Altered Road	Category A
57 Northwood Close	Altered Road	Category A
59 Northwood Close	Altered Road	Category A
96 Matakana Road	Altered Road	Category A
306 Matakana Road	Altered Road	Category A



NZS 6806 Assessment Area

Protected Premises and Facilities

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1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth

NoR 4 - Addresses

Working Plans of Te Tupu Ngatahi.
For the purpose of INTERIM WORKSHOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
Protected Premises and Facilities

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1	Author	DRAFT	DRAFT	dd/mm/yyyy

Title:

Supporting Growth
NoR 4 - Addresses

*Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)*

231

Client: **Supporting Growth**

Project: **Warkworth**



Discipline: **GIS**

Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area

Protected Premises and Facilities

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Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013

ATTACHMENT 13

NoR 5 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for the upgrade of the existing Sandspit Road corridor between the Hill Street intersection and the eastern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

Notice of Requirement – Sandspit Road Upgrade (NoR 5)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of an upgrade to Sandspit Road to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: Sandspit Road between the Hill Street intersection and the eastern Rural Urban Boundary (Refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 14

NoR 5 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 15

NoR 5 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an upgrade of Sandspit Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

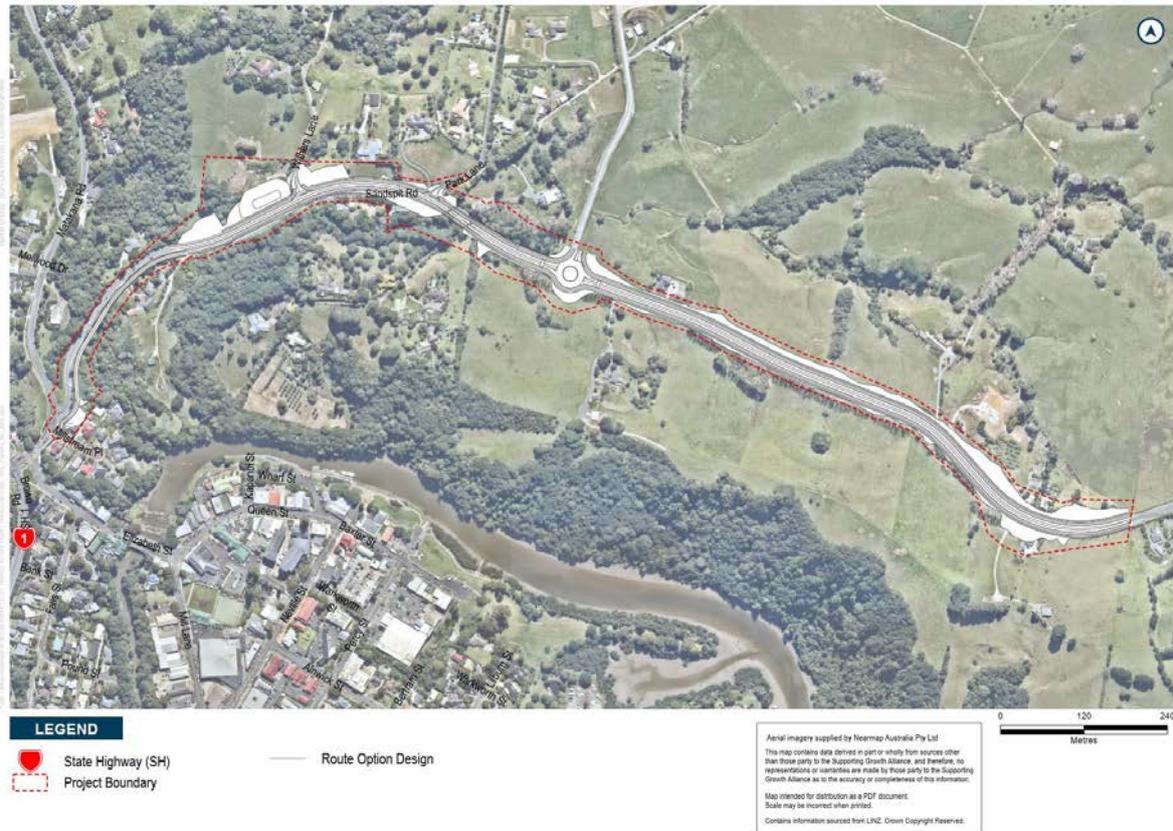
1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 5 which is for the construction, operation and maintenance of an upgrade of Sandspit Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

The extent of NOR 5 and the proposed designation boundary is outlined below.





The purpose of the designation is for the construction, operation and maintenance of an upgrade to Sandspit road to an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 5 are set out below:

Provide for upgrade of Sandspit Road between the Hill Street intersection to the edge of the RUB to provide for an urban arterial corridor with active mode facilities that;

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 5 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 5 applies to an area of land approximately 66,919 square metres (not including legal road



reserves) located in Warkworth. The requirement applies to 25 land parcels (not including legal roads). The land directly affected by NOR 5 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.7: NOR 5 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE). In summary, the proposed work includes:

In summary, the proposed work includes:

- a) Upgrading Sandspit Road to accommodate an urban arterial corridor with cycle lanes and footpaths.
- b) Tie-ins with existing roads, localised widening around the existing intersections to accommodate proposed intersection forms and roundabouts.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes to enable widening of the corridor, and associated cut and fill earthworks.
- e) Vegetation removal along the existing road corridor.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular; Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 5 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 5 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 5 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for an upgrade of Sandspit Road between the Hill Street intersection to the edge of the FUZ that:

- a) Improves connectivity
- b) Improves safety
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:



- Improves connectivity between transport networks and development areas throughout Warkworth.
- Supporting Vision Zero and road safety outcomes.
- Supports the development of an efficient and reliable multi-modal transport network for Warkworth.
- Provides an upgraded transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors.
- Supports mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 5 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 5 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term



route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 25 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

A handwritten signature in black ink, appearing to read 'Jane Small', is positioned above the printed name.

Jane Small
Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans



Designation Plan

Land to be Designated
Sandspit Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

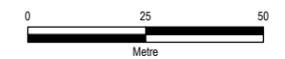


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	01/05/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-07**
Sheet No : 1 of 5





Designation Plan

Land to be Designated
Sandspit Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

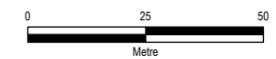


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Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-07
Sheet No : 2 of 5



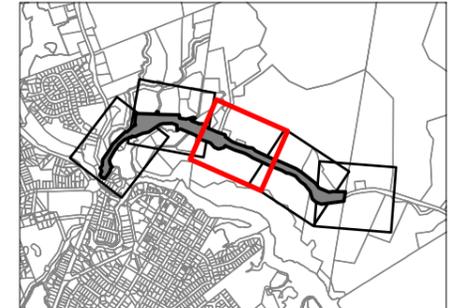


Designation Plan

Land to be Designated
Sandspit Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

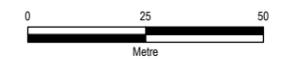


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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-07**
Sheet No : 3 of 5



New Zealand Government

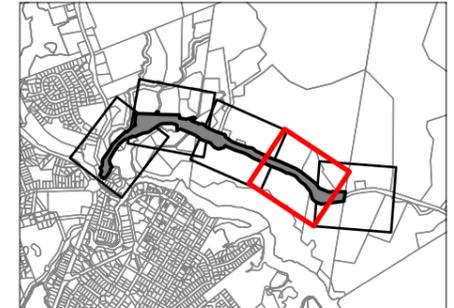


Designation Plan

Land to be Designated
Sandspit Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

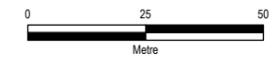


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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-07
Sheet No : 4 of 5



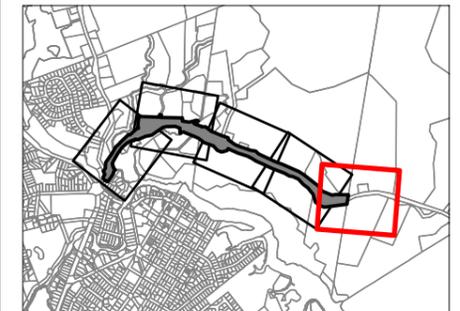


Designation Plan

Land to be Designated
Sandspit Road Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

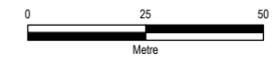


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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-07**
Sheet No : 5 of 5





Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m²)	Sheet No.
200037	179 Sandspit Road	NA96C/126	Lot 2 DP 67324	733	3
200053	93 Sandspit Road	NA80C/826	Lot 5 DP 129293	1052	2
200058	131 Sandspit Road	NA96C/81	Lot 5 DP 160517	363	2
200098	89A Sandspit Road	NA118A/962	Lot 2 DP 188322	1686	1
200100	99 Sandspit Road	NA104D/220	Lot 1 DP 171446	5411	2
200102	135 Sandspit Road	462123	Lot 1 DP 415996	118	2
200106	109 Sandspit Road	NA92D/198	Lot 2 DP 155310	710	2
200108	137 Sandspit Road	NA78B/354	Lot 1 DP 132925	333	2
200109	89 Sandspit Road	NA118A/961	Lot 1 DP 188322	10022	1
200111	126 Sandspit Road	NA42B/768	Part Lot 20 DP 703	2827	2
200113	108 Sandspit Road	NA48C/465	Lot 21 DP 703	174	2
200122	163 Sandspit Road	794109	Lot 1 DP 513584	3649	2
200126	130 Sandspit Road	NA82B/224	Lot 1 DP 138902	966	2
200129	130 Sandspit Road	NA82B/224	Lot 6 DP 138902	310	2
200129	134 Sandspit Road	NA82B/225	Lot 6 DP 138902	310	2
200129	138 Sandspit Road	NA82B/226	Lot 6 DP 138902	310	2
200129	142 Sandspit Road	NA82B/227	Lot 6 DP 138902	310	2
200129	146 Sandspit Road	NA82B/228	Lot 6 DP 138902	310	2
200133	209 Sandspit Road	NA962/269	Part Allot 47 PSH OF Mahurangi	520	3
200134	36 Sandspit Road	NA35C/479	Lot 1 DP 39534	2024	1
200135	146 Sandspit Road	NA82B/228	Lot 5 DP 138902	784	2
200139	34 Sandspit Road	NA35C/478	Lot 1 DP 66360	270	1
200155	36 Sandspit Road	NA35C/479	Part Lot 51 DP 703	2244	1
200170	2 Millstream Place	NA14C/1216	Lot 13 DP 59673	830	1
200183	325 Sandspit Road	329225	Lot 1 DP 382328	6584	4
200187	198 Sandspit Road	NA92C/593	Lot 1 DP 155020	10603	2
200239	360 Sandspit Road	NA92C/594	Lot 2 DP 155020	6433	4
200640	187 Sandspit Road	894531	Section 2 SO 526430	1527	3



200650	265 Sandspit Road	894530	Section 1 SO 526430	8236	3
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Attachment C – Proposed Conditions for the Designation

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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:



Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>



Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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; and (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>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 25 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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>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> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(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:</p>



No.	Condition
	<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; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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.

No.	Condition
	<p>(b) 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>(c) 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation 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; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <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; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. <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 walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (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; 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;

No.	Condition
	<ul style="list-style-type: none"> 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 22, 23, 24 and 25; 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.
	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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.



No.	Condition
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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) 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;



No.	Condition
	<ul style="list-style-type: none"> (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. <p>(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.</p>
<p>14.</p>	<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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <p>Advice Note: <i>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.</i></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 <p>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; (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;

No.	Condition																																																										
	<ul style="list-style-type: none"> (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); 																																																										
16.	<p>Construction Noise Standards</p> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L_{Aeq}(15min)</th> <th style="width: 20%;">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">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 rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <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 18(c)((x)), then the methodology in Condition 19 shall apply.</p>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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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" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 25%;">Receiver</th> <th style="width: 25%;">Details</th> <th style="width: 25%;">Category A</th> <th style="width: 25%;">Category B</th> </tr> </thead> <tbody> <tr> <td>Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</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																																																		
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No.	Condition			
		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) 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.			
	(b) A CNVMP shall be implemented during the Stage of Work to which it relates.			
	(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:			
	(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:			
	a. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 16;			
	b. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category AB vibration criteria of Condition 16, including the requirement to undertake building condition			



No.	Condition
	<p>surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</p> <p>(i) Requirements for review and update of the CNVMP</p>
<p>19.</p>	<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> <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; and (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>
<p>20.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <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.</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



No.	Condition
	<p>Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</p> <p>(vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</p> <p>(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;</p> <p>(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;</p> <p>(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:</p> <ol 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; and 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) 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.</p>
<p>Accidental Discoveries</p> <p>Advice Note: <i>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.</i></p> <p><i>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></p>	
<p>21.</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 the ecological management plan by:</p> <ol style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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 confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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 Error! Reference source not found. for these areas (Confirmed Biodiversity Areas).</p>

No.	Condition
22.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ol 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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained This could include <ol style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding (ii) Details of measures to manage the effects of light spill on bat connectivity as far as practicable. e. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <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 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> <ol style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
23.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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>(ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds):</p> <ol 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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. <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>

No.	Condition
	<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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
24.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> a. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 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: <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 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. Details on any mitigation required to address any potential operational disturbance <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).



No.	Condition
25.	<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. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.</p> <p>(b) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 3 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include: <ul style="list-style-type: none"> a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9); b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (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.
26.	<p>Low Noise Road Surface</p> <p>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)</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.</p>
27.	<p>Traffic Noise</p> <p>For the purposes of Conditions 28 to 40:</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; (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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>; (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 <i>Schedule 4: PPFs Noise Criteria Categories</i>;



No.	Condition
	<p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
28.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 27 to 40 (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>
29.	<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 <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p>
30.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
31.	<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>
32.	<p>Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.</p>
33.	<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>
34.	<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>
35.	<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 visit the building and assess the noise reduction performance of the existing building envelope.</p>
36.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 35 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 35 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>



No.	Condition
37.	<p>Subject to Condition 36 above, within six months of the assessment undertaken in accordance with Conditions 35 and 36, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>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>
38.	<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>
39.	<p>Subject to Condition 36, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 38 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(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 36 (including where the owner did not respond within that period); or</p> <p>The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
40.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>

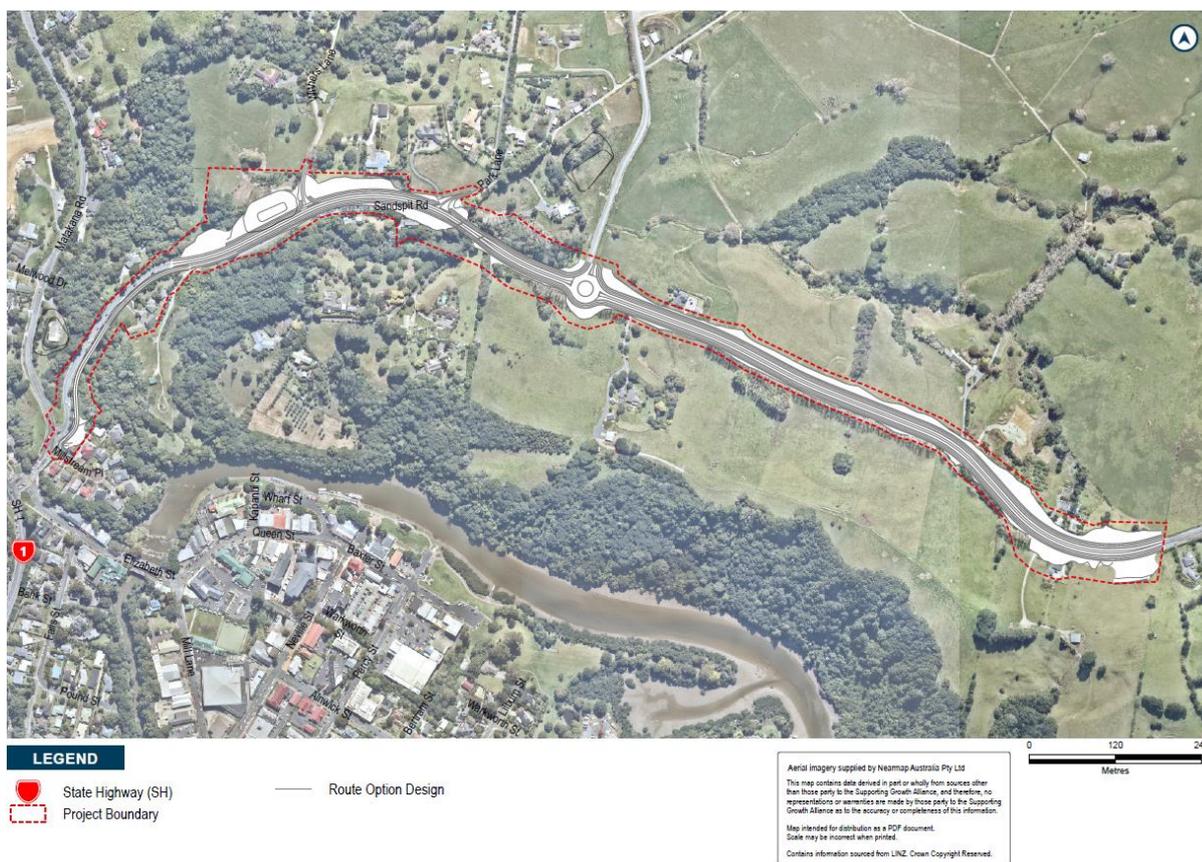
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade of Sandspit Road between the Hill Street intersection to the edge of the Rural Urban Boundary to provide for an urban arterial corridor with active mode facilities.

The proposed work is shown in the following Concept Plan and includes:

- Upgrading Sandspit Road to accommodate an urban arterial corridor with cycle lanes and footpaths.
- Tie-ins with existing roads, localised widening around the existing intersections to accommodate proposed intersection forms and roundabouts.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- 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.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Bat Movement Corridors

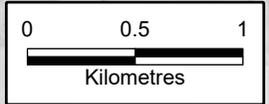
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LEGEND

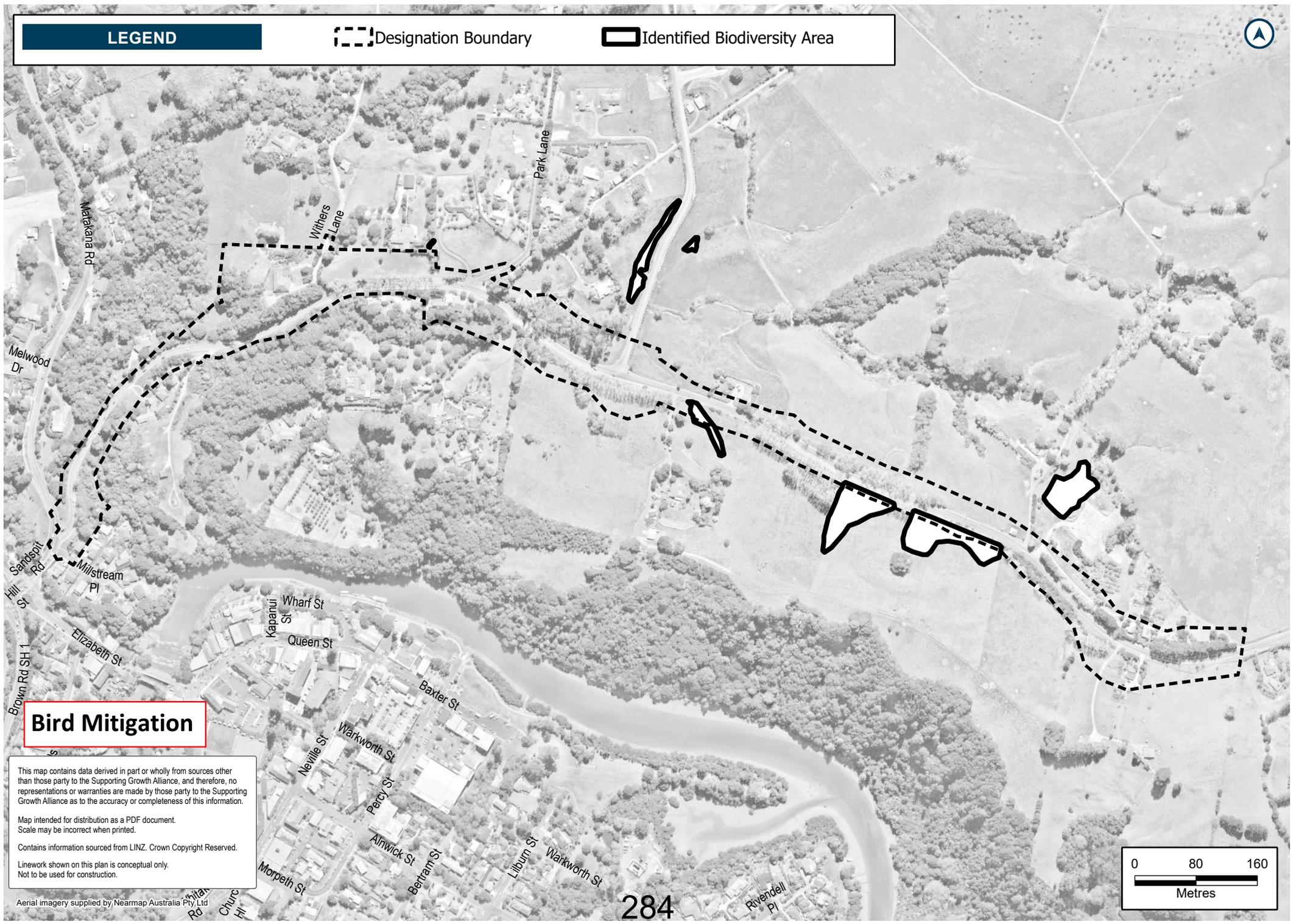
 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-054-Bird-Mitigation-SP

Path: \\bea.nz\proje\da\381\381093\4T\G101_Map\06_ArcGIS\Pro\01\Warkworth\SGA_Warkworth_Ecology_Figures.aprx



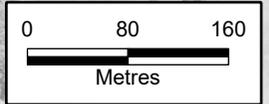
Bird Mitigation

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**Schedule 3: Trees**

Tree No.	Vegetation Type	Protection	Species	Age
502	Group of Trees	Road Reserve	Totara, Titoki, Karakā/mixed native vegetation/mixed climate species	Mature



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
109 Sandspit Road	Altered Road	Category A
108 Sandspit Road	Altered Road	Category A
1 Millstream Place	Altered Road	Category A
3 Millstream Place	Altered Road	Category A
5 Millstream Place	Altered Road	Category A
7 Millstream Place	Altered Road	Category A
12 Millstream Place	Altered Road	Category A
10 Millstream Place	Altered Road	Category A
4 Millstream Place	Altered Road	Category A
6 Millstream Place	Altered Road	Category A
8 Millstream Place	Altered Road	Category A
265 Sandspit Road	Altered Road	Category A
384 Sandspit Road	Altered Road	Category A
137 Sandspit Road	Altered Road	Category A
146 Sandspit Road	Altered Road	Category A
209 Sandspit Road	Altered Road	Category A
34 Sandspit Road	Altered Road	Category A
36 Sandspit Road	Altered Road	Category A



NZS 6806 Assessment Area
Protected Premises and Facilities

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Map Scale @ A3:



Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 5 - Addresses

Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM WORKSHOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
Protected Premises and Facilities

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Supporting Growth
NoR 5 - Addresses

Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM WORKS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
Protected Premises and Facilities

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Supporting Growth
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 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area
Protected Premises and Facilities

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Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 5 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 5 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM relationships (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area
 Protected Premises and Facilities

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	JR	CD			Supporting Growth NoR 5 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 5 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM DEVELOPMENTS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



 NZS 6806 Assessment Area
Protected Premises and Facilities


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	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 5 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERIM WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**

ATTACHMENT 16

NoR 6 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for new urban arterial corridor with active mode facilities between Evelyn Street and the intersection of State Highway 1 and McKinney Road.

Notice of Requirement – Western Link - South (NoR 6)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of a new arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: Between Evelyn Street and the intersection of State Highway 1 and McKinney Road (Refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 17

NoR 6 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 18

NoR – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.

1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 6 which is for construction, operation and maintenance of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.

The extent of NOR 6 and the proposed designation boundary is outlined below.





The purpose of the designation is for the construction, operation and maintenance of a new arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 6 are set out below:

Provide of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street that;

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 6 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 6 applies to an area of land approximately 116,680 square metres (not including legal road



reserves) located in Warkworth. The requirement applies to 18 land parcels (not including legal roads). The land directly affected by NOR 6 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.8: NOR 6 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE). In summary, the proposed work includes:

- a) The construction of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded, stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes, and associated cut and fill earthworks.
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)



- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 6 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 6 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 6 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for a new transport corridor between the intersection of SH1 and McKinney Road and Evelyn Street that:

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improves connectivity between transport networks and development areas throughout Warkworth.



- Supporting Vision Zero and road safety outcomes.
- Supports the development of an efficient and reliable multi-modal transport network for Warkworth.
- Provides a new transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors.
- Supports mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 6 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 6 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore,



pursuant to section 184(1)© of the RMA, AT proposes an extended lapse period of 20 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

A handwritten signature in black ink, appearing to read 'Jane Small', is positioned above the printed name.

Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans



Designation Plan

Land to be Designated Western Link – South Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	01/05/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-02**
Sheet No : 1 of 3





Designation Plan

Land to be Designated
Western Link – South Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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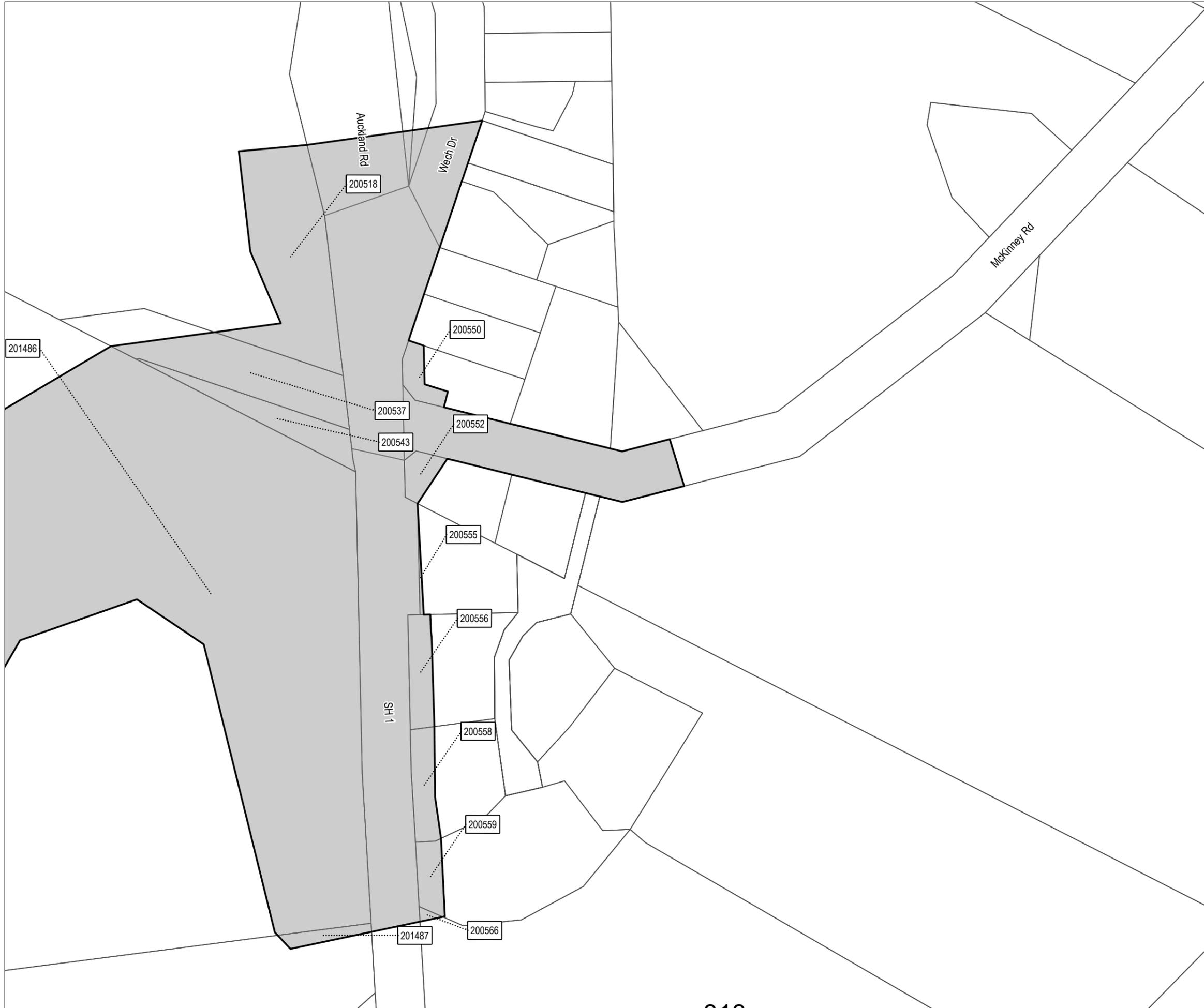
Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-02**
Sheet No : 2 of 3



New Zealand Government



Designation Plan

Land to be Designated
Western Link – South Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-02
Sheet No : 3 of 3




Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m ²)	Sheet No.
200463	Lot 700 DP 447445, Woodcocks Road	565575	Lot 700 DP 447445	375	1
200482	Lot 702 DP 447445, Woodcocks Road	570258	Lot 702 DP 447445	7	1
200494	Lot 604 DP 447445, Woodcocks Road	565574	Lot 604 DP 447445	245	1
200500	Lot 132 DP 447445, Woodcocks Road	564695	Lot 132 DP 447445	615	1
200518	Lot 57 DP 145377, State Highway 1	NA86B/111	Lot 57 DP 145377	2713	3
200537	Pt Allot 65A SO 1150E, State Highway 1	NA55/91	Part Allot 65A PSH OF Mahurangi	1620	2
200543	Lot 57 DP 145377, State Highway 1	NA86B/111	Lot 58 DP 145377	752	2
200550	23 Wech Drive	NA1B/883	Lot 26 DP 40634	251	3
200552	Lot 27 DP 40634, McKinney Road	NA1129/266	Lot 27 DP 40634	270	3
200555	1848 State Highway 1	NA2B/1219	Lot 1 DP 49419	171	3
200556	8F McKinney Road	161175	Lot 1 DP 339170	451	3
200558	8E McKinney Road	161176	Lot 2 DP 339170	453	3
200559	8D McKinney Road	161177	Lot 3 DP 339170	305	3
200566	1838 State Highway 1	70665	Lot 7 DP 318057	30	3
200646	15 Jamie Lane	896310	Lot 400 DP 530566	481	1
201469	6 Lachlan Thompson Drive	1004655	Lot 500 DP 563550	29583	1
201486	25 Gumfield Drive	1109253	Lot 2 DP 583685	67300	1
201487	81 Morrison Drive	1109252	Lot 1 DP 583685	11058	1



Attachment C – Proposed Conditions for the Designation



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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:



Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>



Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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; and (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>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.</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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>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> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan;



No.	Condition
	<ul style="list-style-type: none"> (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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>(b) 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>



No.	Condition
	<p>(c) 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.
9.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (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; and (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; (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; (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; and 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; 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; and



No.	Condition
	<ul style="list-style-type: none"> i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 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.
	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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.	<p>Construction Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to



No.	Condition
	<p>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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) 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;



No.	Condition
	<p>(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.</p> <p>(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.</p>
<p>14.</p>	<p>Cultural Monitoring Plan</p> <p>(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.</p> <p>(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. The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(c) 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.</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> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects</p> <p>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; (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;

No.	Condition																																																										
	<ul style="list-style-type: none"> (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); 																																																										
16.	<p>Construction Noise Standards</p> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L_{Aeq}(15min)</th> <th style="width: 20%;">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">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" style="text-align: center;">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 rowspan="4" style="text-align: center;">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2" style="text-align: center;">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <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 18(c)((x)), then the methodology in Condition 19 shall apply.</p>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}																																																								
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	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																																																									
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" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Receiver</th> <th style="width: 25%;">Details</th> <th style="width: 25%;">Category A</th> <th style="width: 25%;">Category B</th> </tr> </thead> <tbody> <tr> <td>Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</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																																																		
Receiver	Details	Category A	Category B																																																								
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv																																																								



No.	Condition			
		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	
	<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>(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>			
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> <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 			



No.	Condition
	<p>surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</p> <p>(xiii) Requirements for review and update of the CNVMP</p>
<p>19.</p>	<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> <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; and (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>
<p>20.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <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.</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;



No.	Condition
	<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; and 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) 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.</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 the ecological management plan by: <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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. (b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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.	<p>Ecological Management Plan</p> <ul style="list-style-type: none"> (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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



No.	Condition
	<p>Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds): <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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. (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) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
23.	<ul style="list-style-type: none"> (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds: <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: <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 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



No.	Condition
	<ul style="list-style-type: none"> 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 <p>e. Details on any mitigation required to address any potential operational disturbance</p> <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
24.	<p>Low Noise Road Surface</p> <p>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)</p> <ul style="list-style-type: none"> (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (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: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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>For the purposes of Conditions 26 to 38:</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; (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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>; (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);



No.	Condition
	<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 only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>;</p> <p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
26.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 27 to 41 (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 <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p>
28.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, 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>Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.</p>
31.	<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>
32.	<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>
33.	<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 visit the building and assess the noise reduction performance of the existing building envelope.</p>
34.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 33 above if:</p> <p>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</p> <p>(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</p>



No.	Condition
	<p>(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 33 above (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <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>
35.	<p>Subject to Condition 34 above, within six months of the assessment undertaken in accordance with Conditions 33 and 34, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>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>
36.	<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>
37.	<p>Subject to Condition 34, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 36 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(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 34 (including where the owner did not respond within that period); or</p> <p>The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
38.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>

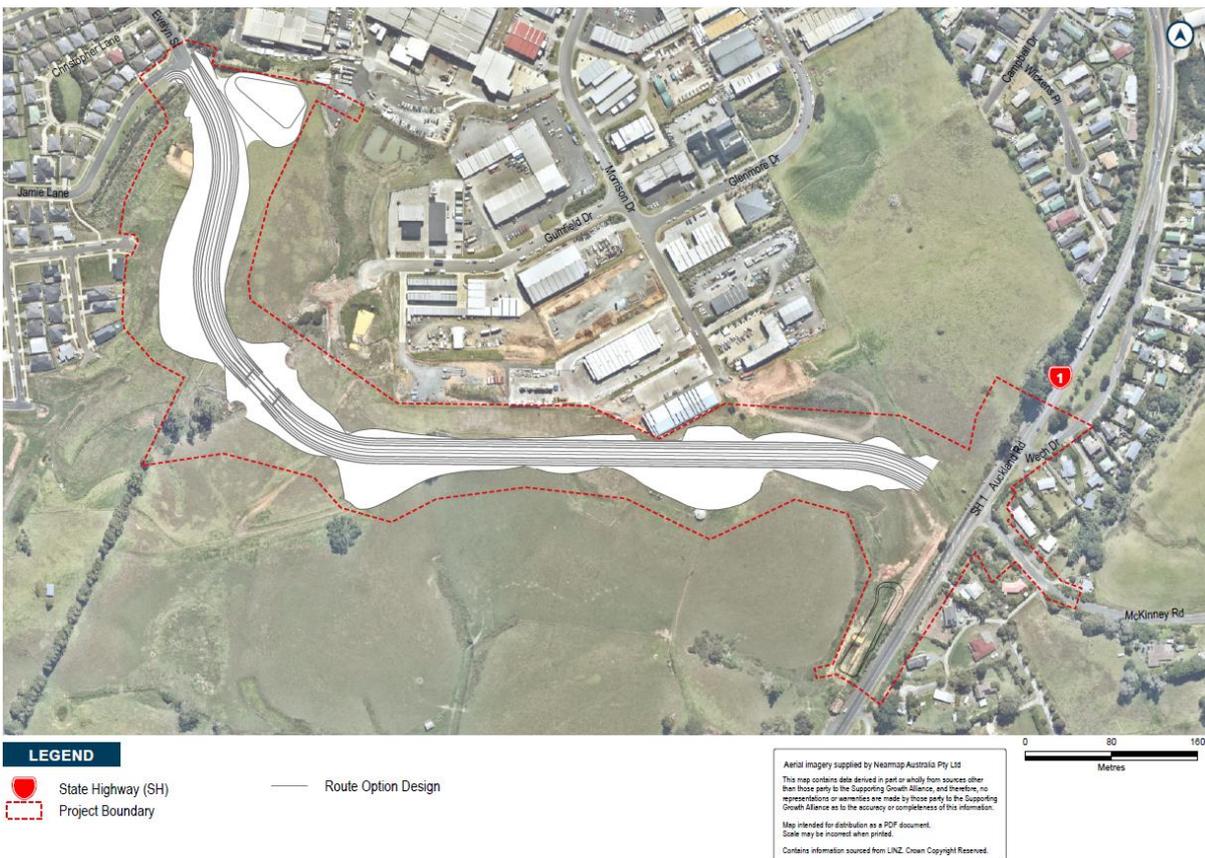
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.

The proposed work is shown in the following Concept Plan and includes:

- The construction of a new urban arterial corridor with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded, stormwater management systems, bridges and culverts (where applicable).
- Batter slopes, and associated cut and fill earthworks.
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



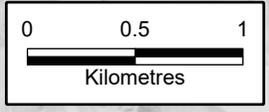
Bat Movement Corridors

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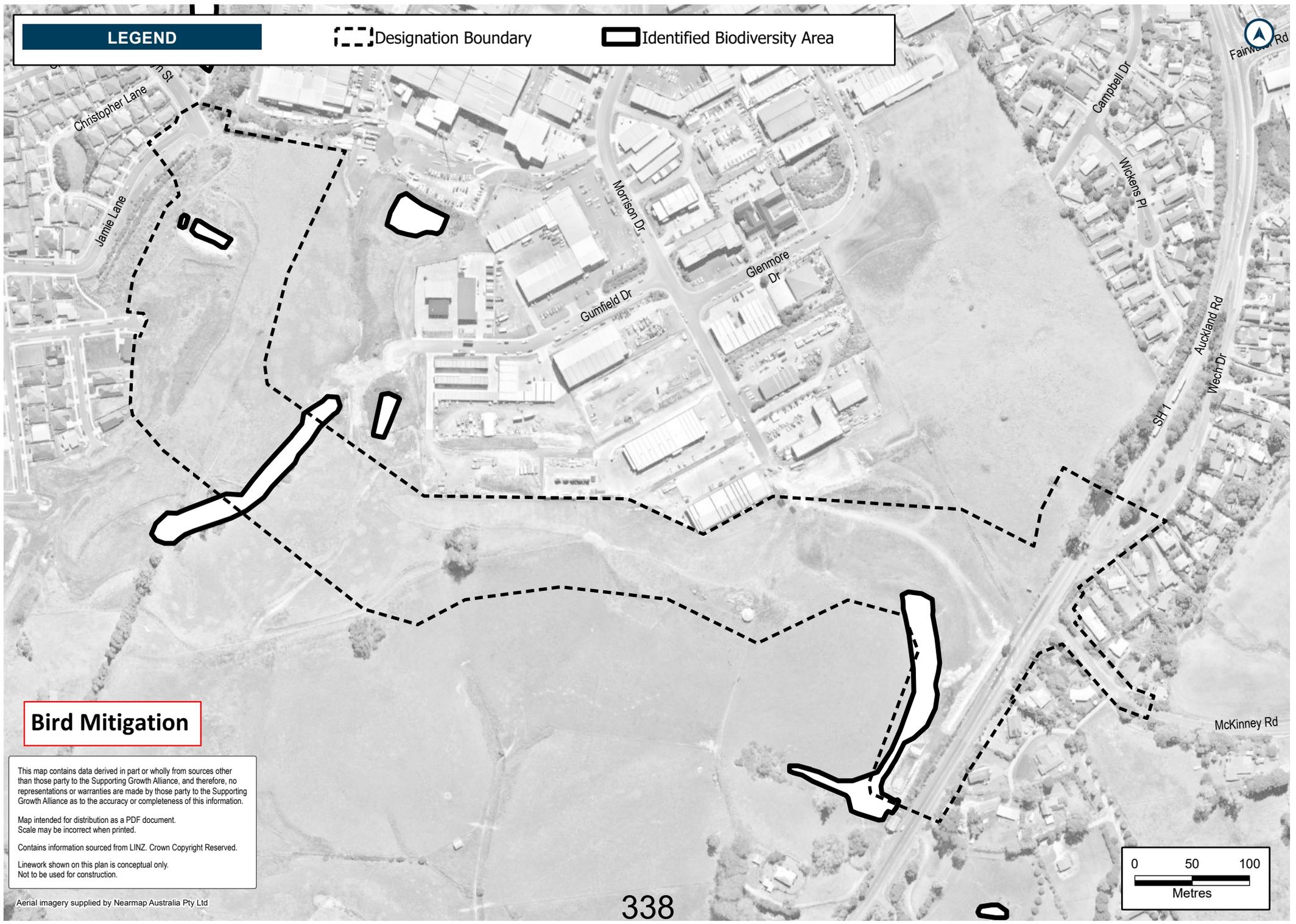
LEGEND

 Designation Boundary

 Identified Biodiversity Area

Name of Map: SGA-EC-WW-051-Bird-Mitigation-WS

Path: \\Beca.net\proj\da\381138109\41T\G101_Map\06_ArcGIS_Prc001\Work\m\SGA_Work\w\Ecology_Figures.aprx



Bird Mitigation

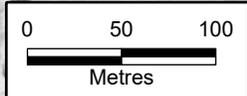
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Schedule 3: Trees

No protected trees are impacted by this Notice of Requirement.



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
13 Christopher Lane	New Road	Category A
12 Jamie Lane	New Road	Category A
10 Jamie Lane	New Road	Category A
8 Jamie Lane	New Road	Category A
6 Jamie Lane	New Road	Category A
4 Jamie Lane	New Road	Category A
2 Jamie Lane	New Road	Category B
3 Christopher Lane	New Road	Category A
9 Christopher Lane	New Road	Category A
7 Christopher Lane	New Road	Category A
1 Christopher Lane	New Road	Category B
8 Christopher Lane	New Road	Category A
10 Christopher Lane	New Road	Category A
6 Christopher Lane	New Road	Category A
4 Christopher Lane	New Road	Category A
2 Christopher Lane	New Road	Category B
1 Oliver Street	New Road	Category B
3 Oliver Street	New Road	Category A
5 Oliver Street	New Road	Category A
7 Oliver Street	New Road	Category A
10 Georgetti Way	New Road	Category A
8 Georgetti Way	New Road	Category A
3 Dunningham Street	New Road	Category A



5 Dunningham Street	New Road	Category A
7 Dunningham Street	New Road	Category A
9 Dunningham Street	New Road	Category A
5 Christopher Lane	New Road	Category A
6 Evelyn Street	Altered Road	Category A
7 Evelyn Street	Altered Road	Category A
5 Evelyn Street	Altered Road	Category A
19 Wech Drive	Altered Road	Category A
21 Wech Drive	Altered Road	Category A
22 Wech Drive	Altered Road	Category A
7 McKinney Road	Altered Road	Category A
6 McKinney Road	Altered Road	Category A
1848 State Highway 1	Altered Road	Category A
8F McKinney Road	Altered Road	Category A
3 McKinney Road	Altered Road	Category A



Protected Premises and Facilities

- Protected Premises
- NZS 6806 Assessment Area

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Map Scale @ A3:



Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 6 - Addresses
Working Plans of Te Tupu Ngatahi.
For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



 NZS 6806 Assessment Area

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Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 6 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 6 - Addresses
Working Plans of Te Tupu Ngatahi.
For the purpose of INTERNAL WORKSHOOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



Protected Premises and Facilities

- Protected Premises and Facilities
- NZS 6806 Assessment Area

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Supporting Growth
NoR 6 - Addresses

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Client: **Supporting Growth**

Project: **Warkworth**



Discipline: **GIS**

Drawing No: **SGA-NV-NW-013**



Protected Premises and Facilities
 Protected Premises and Facilities
 NZS 6806 Assessment Area

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Revision	Author	Verified	Approved	Date
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1	Author	DRAFT	DRAFT	dd/mm/yyyy

Title:

Supporting Growth
NoR 6 - Addresses

*Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)*

346

Client: **Supporting Growth**

Project: **Warkworth**



Discipline: **GIS**

Drawing No: **SGA-NV-NW-013**

ATTACHMENT 19
NoR 7 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for a new urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

Notice of Requirement – Sandspit Link (NoR 7)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance of an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: The intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road (Refer to Attachments A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 20

NoR 7 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 21

NoR 7 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a new urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

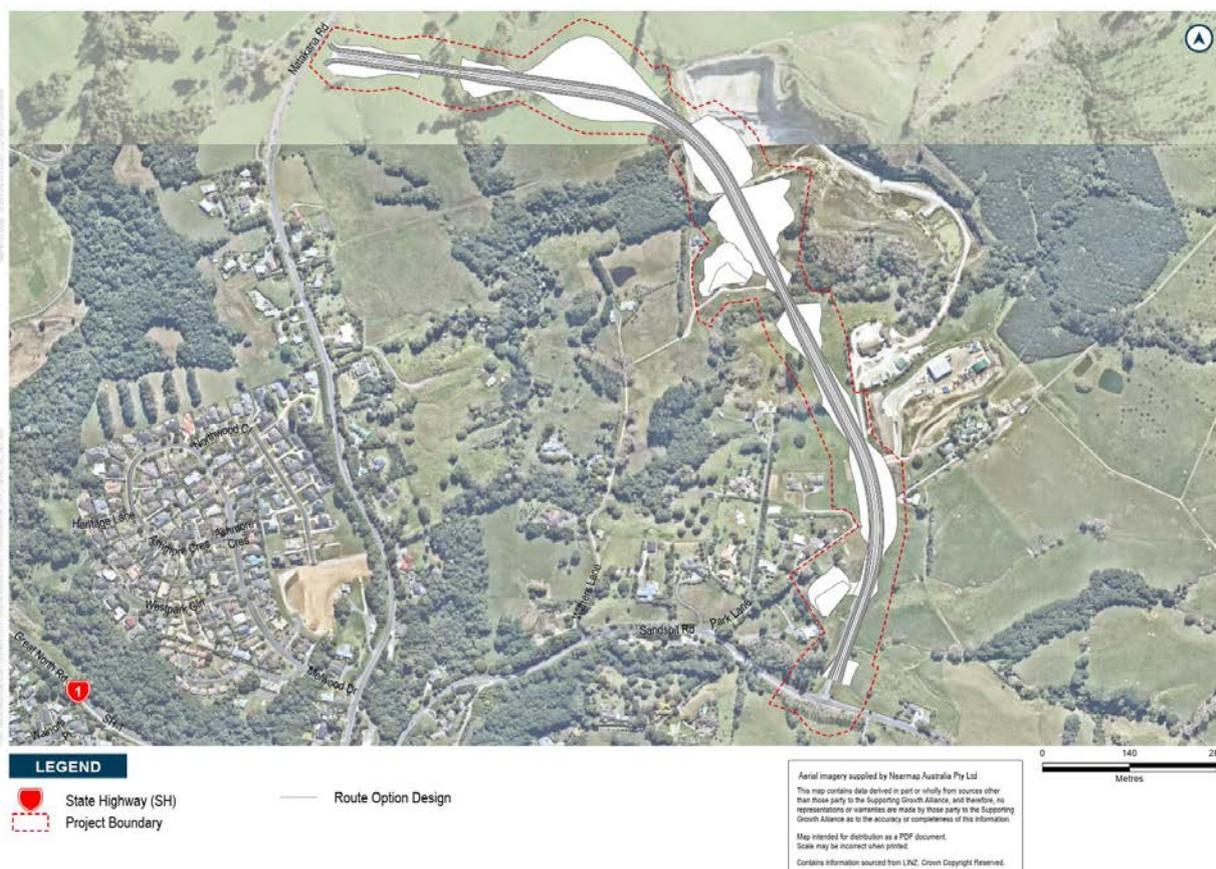
1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 7 which is for the construction, operation and maintenance of a new urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

The extent of NOR 7 and the proposed designation boundary is outlined below.





The purpose of the designation is for the construction, operation and maintenance of an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 7 are set out below:

Provide for a new transport corridor between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road that;

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 7 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 7 applies to an area of land approximately 195,935 square metres (not including legal road



reserves) located in Warkworth. The requirement applies to 19 land parcels (not including legal roads). The land directly affected by NOR 7 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.9: NOR 7 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE).

In summary, the proposed work includes:

- a) Construction of a new urban arterial corridor with active mode facilities between the Matakana Road and Te Honohono ki Tai intersection and Sandspit Road.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes, and associated cut and fill (earthworks).
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular; Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provisions for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)
- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 7 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 7 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 7 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for a new transport corridor between Matakana Road and Sandspit Road that:

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improves connectivity between transport networks and development areas throughout Warkworth.



- Supporting Vision Zero and road safety outcomes.
- Supports the development of an efficient and reliable multi-modal transport network for Warkworth.
- Provides a new transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors.
- Supports mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 7 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 7 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore,



pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 25 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

A handwritten signature in black ink, appearing to read 'Jane Small', is positioned above the printed name.

Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

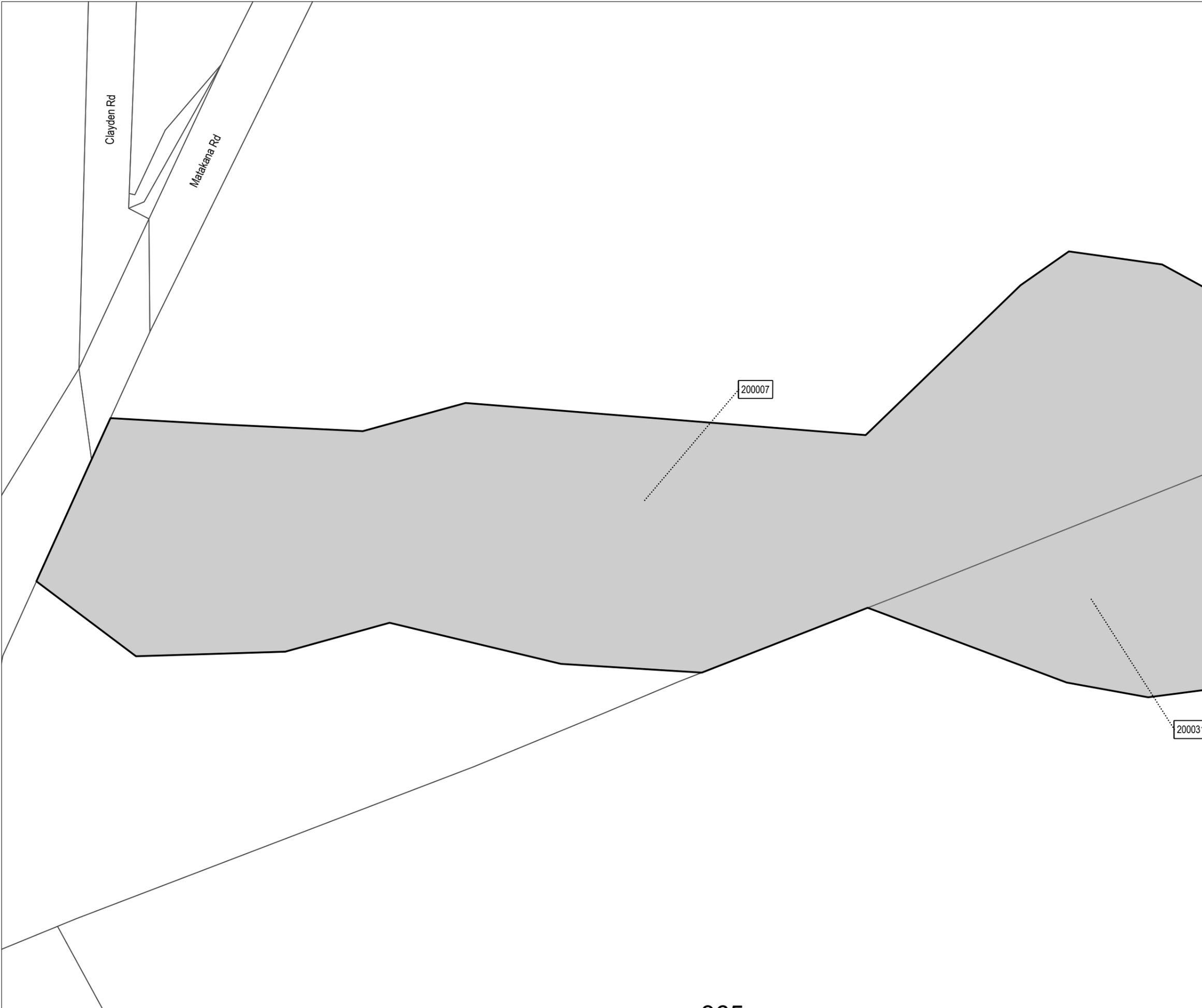
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



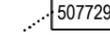
Attachment A – Designation Plans



Designation Plan

Land to be Designated
Sandspit Link Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

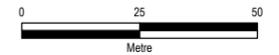


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	01/05/2023



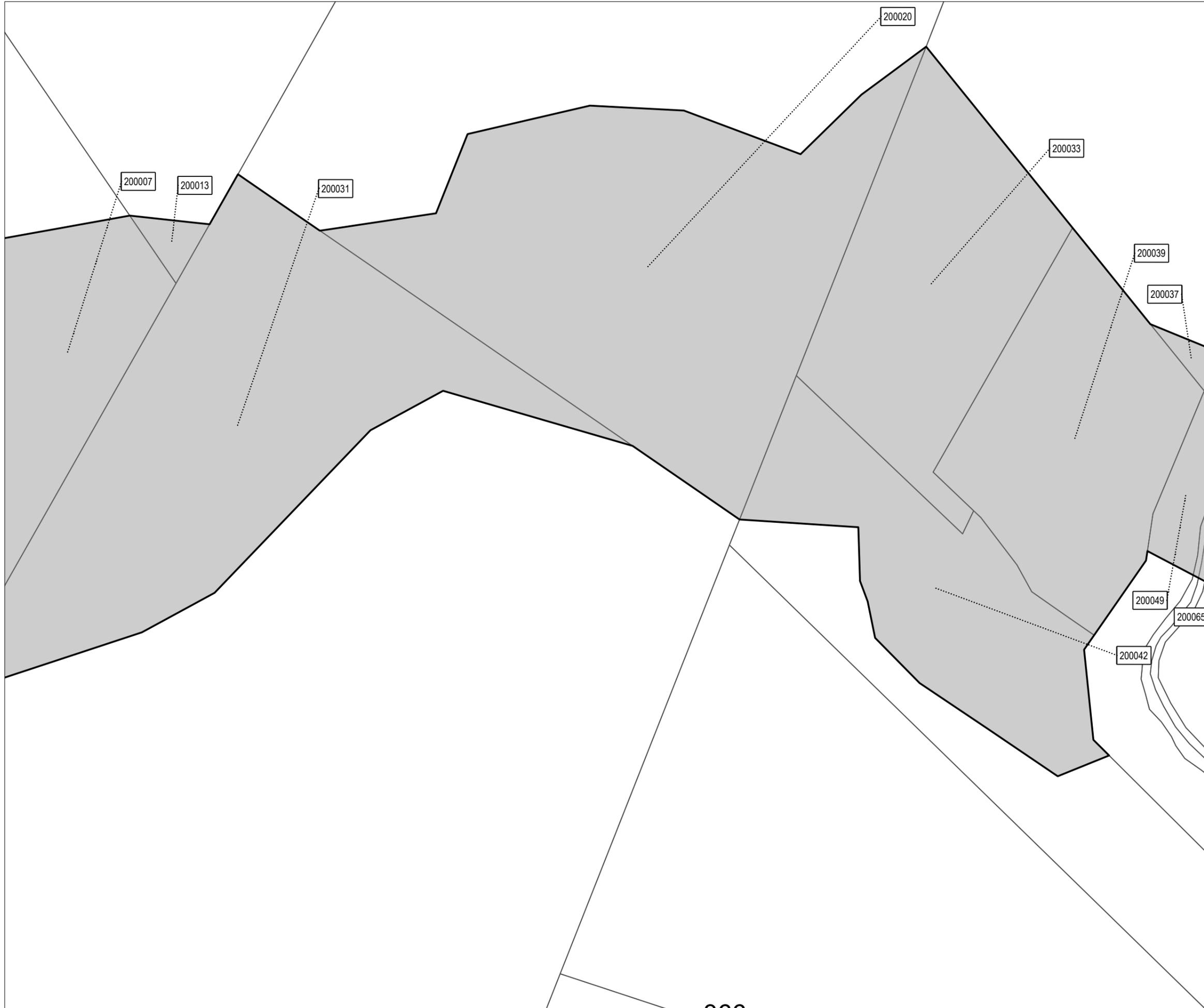
Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-01**
Sheet No : 1 of 4





Designation Plan

Land to be Designated
Sandspit Link Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

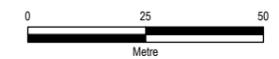


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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-01**
Sheet No : 2 of 4

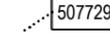




Designation Plan

Land to be Designated
Sandspit Link Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-01**
Sheet No : 3 of 4

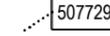


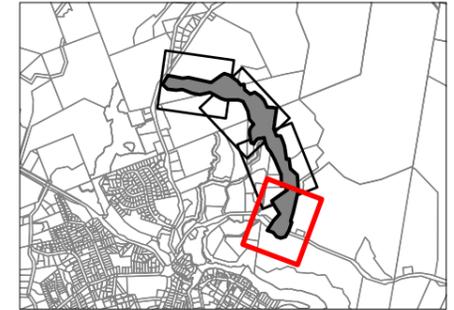


Designation Plan

Land to be Designated
Sandspit Link Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	01/05/2023



Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-01
Sheet No : 4 of 4



New Zealand Government



Attachment B – Schedule of Directly Affected Properties

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m²)	Sheet No.
200007	Lot 3 DP 76450, Matakana Road	303754	Lot 1 DP 375478	46041	1
200013	179 Sandspit Road	NA96C/126	Lot 1 DP 160546	423	2
200020	179 Sandspit Road	NA96C/126	Lot 1 DP 95620	21292	2
200027		NA754/96	Lot 2 DP 426537	4566	3
200027	185 Sandspit Road	504461	Lot 2 DP 426537	4566	3
200031	Lot 2 DP 188363, Matakana Road	NA118C/42	Lot 2 DP 188363	19375	1
200033	97A Sandspit Road	650217	Lot 3 DP 474241	10561	2
200037	179 Sandspit Road	NA96C/126	Lot 2 DP 67324	19098	2
200039	97 Sandspit Road	650216	Lot 2 DP 474241	9824	2
200042	95 Sandspit Road	650215	Lot 1 DP 474241	8934	2
200049	131A Sandspit Road	650218	Lot 4 DP 474241	1333	2
200058	131 Sandspit Road	NA96C/81	Lot 5 DP 160517	1932	3
200065	Lot 3 DP 208832, Sandspit Road	NA92D/201	Lot 5 DP 155310	1058	2
200066	169 Sandspit Road	794111	Lot 3 DP 513584	23308	3
200070	183 Sandspit Road	NA71A/570	Lot 1 DP 122100	2283	3
200102	135 Sandspit Road	462123	Lot 1 DP 415996	4625	3
200122	163 Sandspit Road	794109	Lot 1 DP 513584	8899	3
200187	198 Sandspit Road	NA92C/593	Lot 1 DP 155020	3667	4
200640	187 Sandspit Road	894531	Section 2 SO 526430	3754	4
200650	265 Sandspit Road	894530	Section 1 SO 526430	7662	3



Attachment C – Proposed Conditions for the Designation

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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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

Acronym/Term	Definition
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohua • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri

Acronym/Term	Definition
	<ul style="list-style-type: none"> Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



No.	Condition
1.	<p>Activity in General Accordance with Plans and Information</p> <p>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>(a) 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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (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; and (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>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 25 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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;



No.	Condition
	<ul style="list-style-type: none"> (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<p>6.</p>	<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; and (vi) Ecological Management Plan (vii) Tree Management Plan
<p>7.</p>	<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 7 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 Certification as soon as practicable following identification of the need for a revision; <p>Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>



No.	Condition
	<p>Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</p> <p>Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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>(b) 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>(c) 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.
9.	<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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation 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; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <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; and

No.	Condition
	<p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</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 walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (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; 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 22, 23 and 24; 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



No.	Condition
	<p>e. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</p>
	<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> <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 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 habitable existing dwelling; (iv) no new flood prone areas; and (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. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for 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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and



No.	Condition
	(xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) 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. <p>(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.</p>



No.	Condition
14.	<p>Cultural Monitoring Plan</p> <p>(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.</p> <p>(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.</p> <p>The Cultural Monitoring Plan shall include:</p> <p>(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;</p> <p>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</p> <p>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p>(iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</p> <p>(v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</p> <p>(c) 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.</p> <p><i>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.</i></p>
15.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects</p> <p>To achieve this objective, the CTMP shall include:</p> <p>(i) methods to manage the effects of temporary traffic management activities on traffic;</p> <p>(ii) measures to ensure the safety of all transport users;</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>(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 vehicle access to property and/or private roads 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;</p>

No.	Condition																																																										
	(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> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="320 759 1286 1608"> <thead> <tr> <th data-bbox="320 759 496 826">Day of week</th> <th data-bbox="496 759 727 826">Time period</th> <th data-bbox="727 759 975 826">L_{Aeq}(15min)</th> <th data-bbox="975 759 1286 826">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="320 826 1286 896" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td data-bbox="320 896 496 1070" rowspan="4">Weekday</td> <td data-bbox="496 896 727 940">0630h - 0730h</td> <td data-bbox="727 896 975 940">55 dB</td> <td data-bbox="975 896 1286 940">75 dB</td> </tr> <tr> <td data-bbox="496 940 727 985">0730h - 1800h</td> <td data-bbox="727 940 975 985">70 dB</td> <td data-bbox="975 940 1286 985">85 dB</td> </tr> <tr> <td data-bbox="496 985 727 1030">1800h - 2000h</td> <td data-bbox="727 985 975 1030">65 dB</td> <td data-bbox="975 985 1286 1030">80 dB</td> </tr> <tr> <td data-bbox="496 1030 727 1070">2000h - 0630h</td> <td data-bbox="727 1030 975 1070">45 dB</td> <td data-bbox="975 1030 1286 1070">75 dB</td> </tr> <tr> <td data-bbox="320 1070 496 1256" rowspan="4">Saturday</td> <td data-bbox="496 1070 727 1115">0630h - 0730h</td> <td data-bbox="727 1070 975 1115">55 dB</td> <td data-bbox="975 1070 1286 1115">75 dB</td> </tr> <tr> <td data-bbox="496 1115 727 1160">0730h - 1800h</td> <td data-bbox="727 1115 975 1160">70 dB</td> <td data-bbox="975 1115 1286 1160">85 dB</td> </tr> <tr> <td data-bbox="496 1160 727 1205">1800h - 2000h</td> <td data-bbox="727 1160 975 1205">45 dB</td> <td data-bbox="975 1160 1286 1205">75 dB</td> </tr> <tr> <td data-bbox="496 1205 727 1256">2000h - 0630h</td> <td data-bbox="727 1205 975 1256">45 dB</td> <td data-bbox="975 1205 1286 1256">75 dB</td> </tr> <tr> <td data-bbox="320 1256 496 1451" rowspan="4">Sunday and Public Holidays</td> <td data-bbox="496 1256 727 1301">0630h - 0730h</td> <td data-bbox="727 1256 975 1301">45 dB</td> <td data-bbox="975 1256 1286 1301">75 dB</td> </tr> <tr> <td data-bbox="496 1301 727 1346">0730h - 1800h</td> <td data-bbox="727 1301 975 1346">55 dB</td> <td data-bbox="975 1301 1286 1346">85 dB</td> </tr> <tr> <td data-bbox="496 1346 727 1391">1800h - 2000h</td> <td data-bbox="727 1346 975 1391">45 dB</td> <td data-bbox="975 1346 1286 1391">75 dB</td> </tr> <tr> <td data-bbox="496 1391 727 1451">2000h - 0630h</td> <td data-bbox="727 1391 975 1451">45 dB</td> <td data-bbox="975 1391 1286 1451">75 dB</td> </tr> <tr> <td colspan="4" data-bbox="320 1451 1286 1518" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td data-bbox="320 1518 496 1608" rowspan="2">All</td> <td data-bbox="496 1518 727 1563">0730h – 1800h</td> <td data-bbox="727 1518 975 1563">70 dB</td> <td data-bbox="975 1518 1286 1563"></td> </tr> <tr> <td data-bbox="496 1563 727 1608">1800h – 0730h</td> <td data-bbox="727 1563 975 1608">75 dB</td> <td data-bbox="975 1563 1286 1608"></td> </tr> </tbody> </table> <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 18(c)((x)), then the methodology in Condition 19 shall apply.</p>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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<p>17.</p>	<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>																																																										

No.	Condition																			
	<p>Table CNV2 Construction vibration criteria</p> <table border="1" data-bbox="300 387 1335 712"> <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 DIN4150-3:1999</td> </tr> </tbody> </table> <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>(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	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	
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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 DIN4150-3:1999																		
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> <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. 																			



No.	Condition
	<ul style="list-style-type: none"> (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 Error! Reference source not found.(c)(x). (xii) Procedures for: (xiii) communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17; (xiv) 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; and (xv) Requirements for review and update of the CNVMP
19.	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (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: <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. (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: <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; and (vi) Location, times and types of monitoring; <p>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>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>



No.	Condition
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 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 b. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and 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. (c) 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.
Accidental Discoveries	



No.	Condition
	<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> <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 the ecological management plan by:</p> <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> 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 confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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>
22.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained This could include <ul style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding (ii) Details of measures to manage the effects of light spill on bat connectivity as far as practicable. 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>

No.	Condition
	<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>(i) Stream and/or wetland restoration plans;</i> <i>(ii) Vegetation restoration plans; and</i> <i>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>23.</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds): <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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds. d. Details of grass maintenance if Pipit are present. <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 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>(i) Stream and/or wetland restoration plans;</i> <i>(ii) Vegetation restoration plans; and</i> <i>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>24.</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk wetland birds: <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;



No.	Condition
	<p>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:</p> <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 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 <p>e. Details on any mitigation required to address any potential operational disturbance</p> <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 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; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
25.	<p>Low Noise Road Surface</p> <p>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)</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.



No.	Condition
	(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.
26.	<p>Traffic Noise</p> <p>For the purposes of Conditions 27 to 39:</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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>;</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 only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>;</p> <p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
27.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 27 to 39 (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>
28.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 4 PPFs Noise Criteria Categories</i>
29.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i> , taking into account the Selected Mitigation Options.
30.	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.
31.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
32.	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.



No.	Condition
33.	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').
34.	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.
35.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 34 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 34 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>
36.	<p>Subject to Condition 35 above, within six months of the assessment undertaken in accordance with Conditions 34 and 35, 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 $L_{Aeq(24h)}$ inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and <p>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>
37.	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
38.	<p>Subject to Condition 35, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 37 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 35 (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.



No.	Condition
39.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

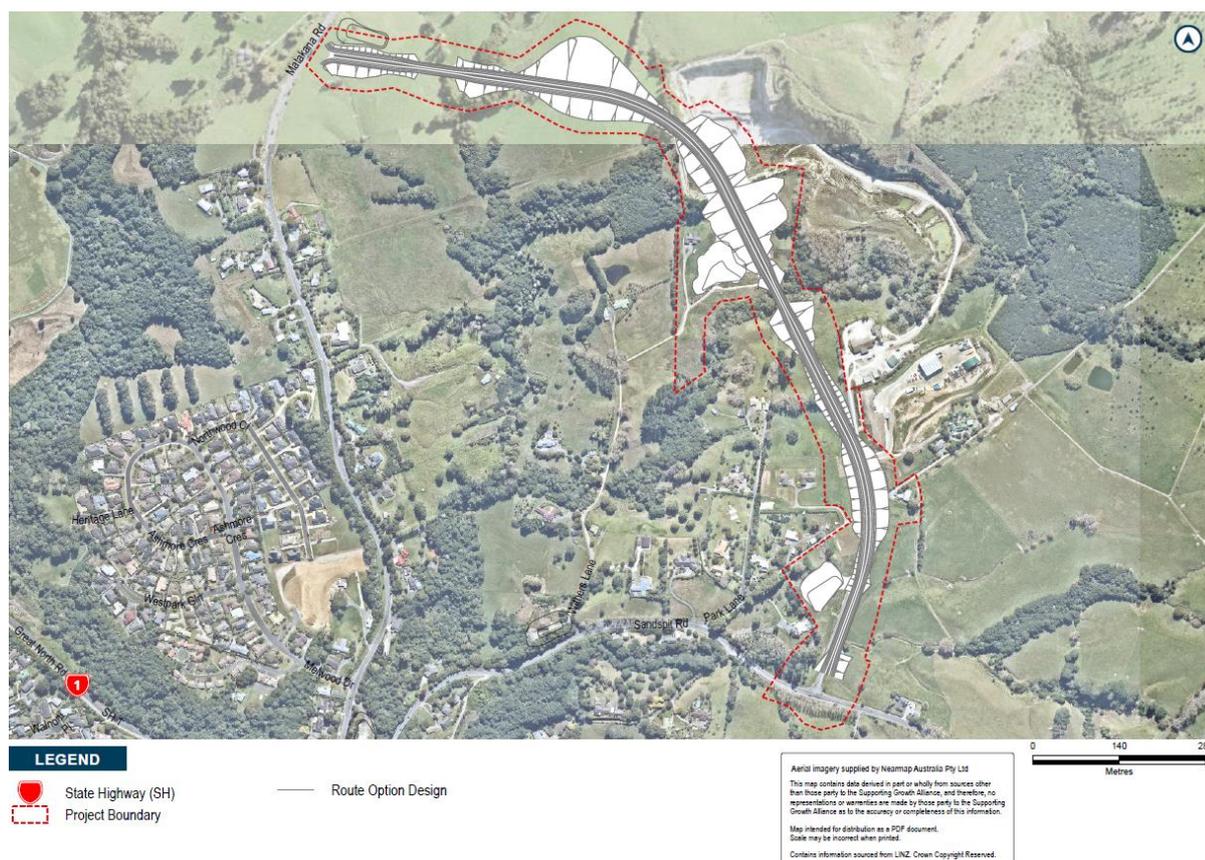
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a new urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

The proposed work is shown in the following Concept Plan and includes:

- Construction of a new urban arterial corridor with active mode facilities between the Matakana Road and Te Honohono ki Tai intersection and Sandspit Road.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes, and associated cut and fill (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.





Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area



Bat Movement Corridors

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LEGEND

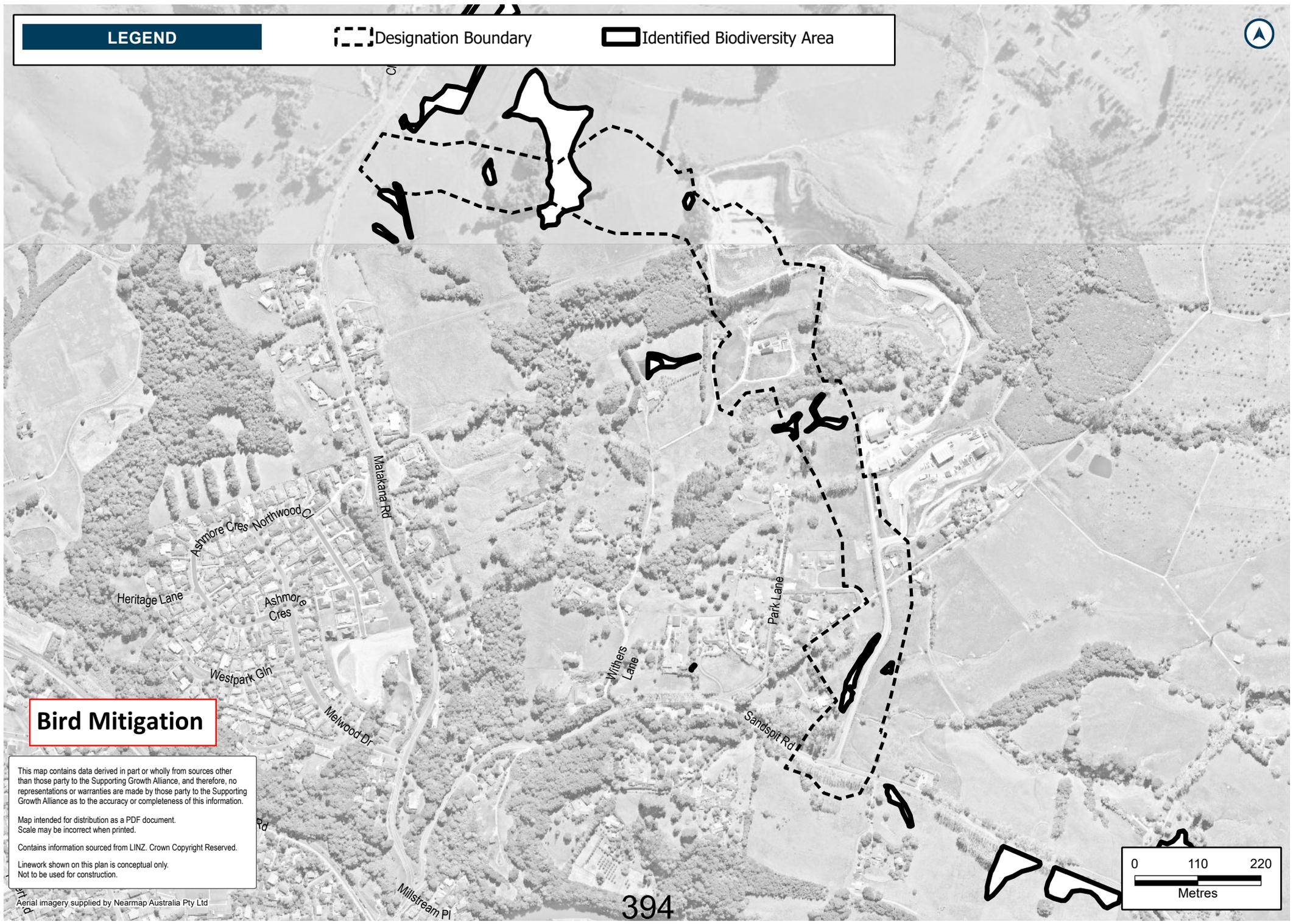
 Designation Boundary

 Identified Biodiversity Area



Name of Map: SGA-EC-WW-055-Bird-Mitigation-SL

Path: \\bea.nz\proje\da\381138109\41\TGI01_Map\06_ArcGIS\Pro\01_Waikwhiri\SGA_Waikwhiri_Ecology_Figures.aprx



Bird Mitigation

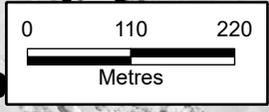
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394



Schedule 3: Trees

No protected trees are impacted by this Notice of Requirement



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
169 Sandspit Road	New Road	Category A
195 Sandspit Road	New Road	Category A
95 Sandspit Road	New Road	Category A
137 Sandspit Road	Altered Road	Category A
245 Matakana Road	Altered Road	Category A



NZS 6806 Assessment Area

Protected Premises and Facilities

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	JR	CD			Supporting Growth NoR 7 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

Supporting Growth
NoR 7 - Addresses

Working Plans of Te Tupu Ngatahi.
For the purpose of INTERIM WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**

Project: **Warkworth**



Discipline: **GIS**

Drawing No: **SGA-NV-NW-013**



NGS 6806 Assessment Area
Protected Premises and Facilities

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 NZS 6806 Assessment Area

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Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Title:

Supporting Growth NoR 7 - Addresses

Working Plans of Te Tupu Ngatahi.
For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

399

Client:

Supporting Growth

Project:

Warkworth

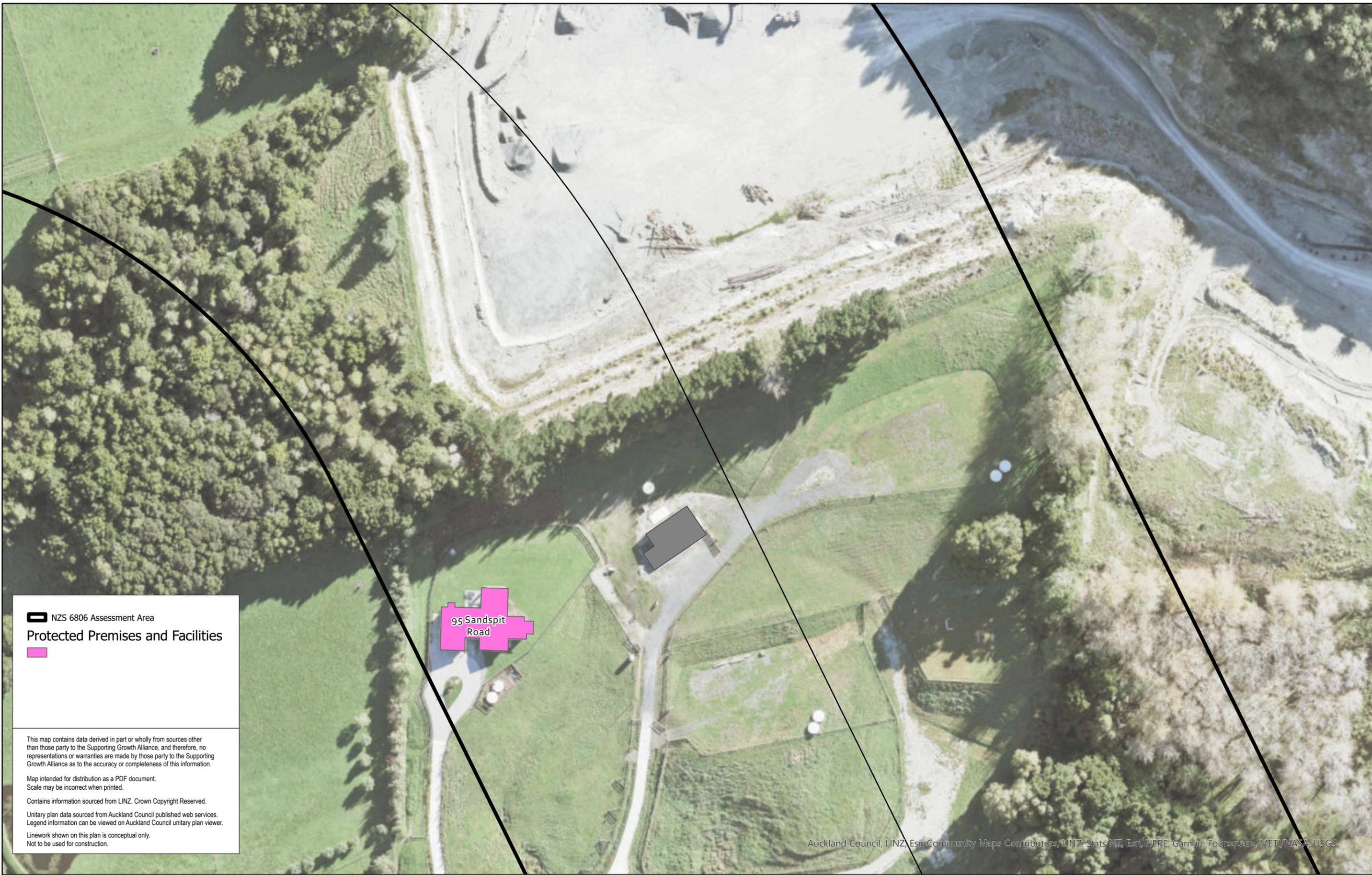


Discipline:

GIS

Drawing No:

SGA-NV-NW-013



 NZS 6806 Assessment Area
Protected Premises and Facilities


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Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 7 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



 NZS 6806 Assessment Area

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Revision	Author	Verified	Approved	Date	Title:
	JR	CD			Supporting Growth NoR 7 - Addresses
1	Author	DRAFT	DRAFT	dd/mm/yyyy	

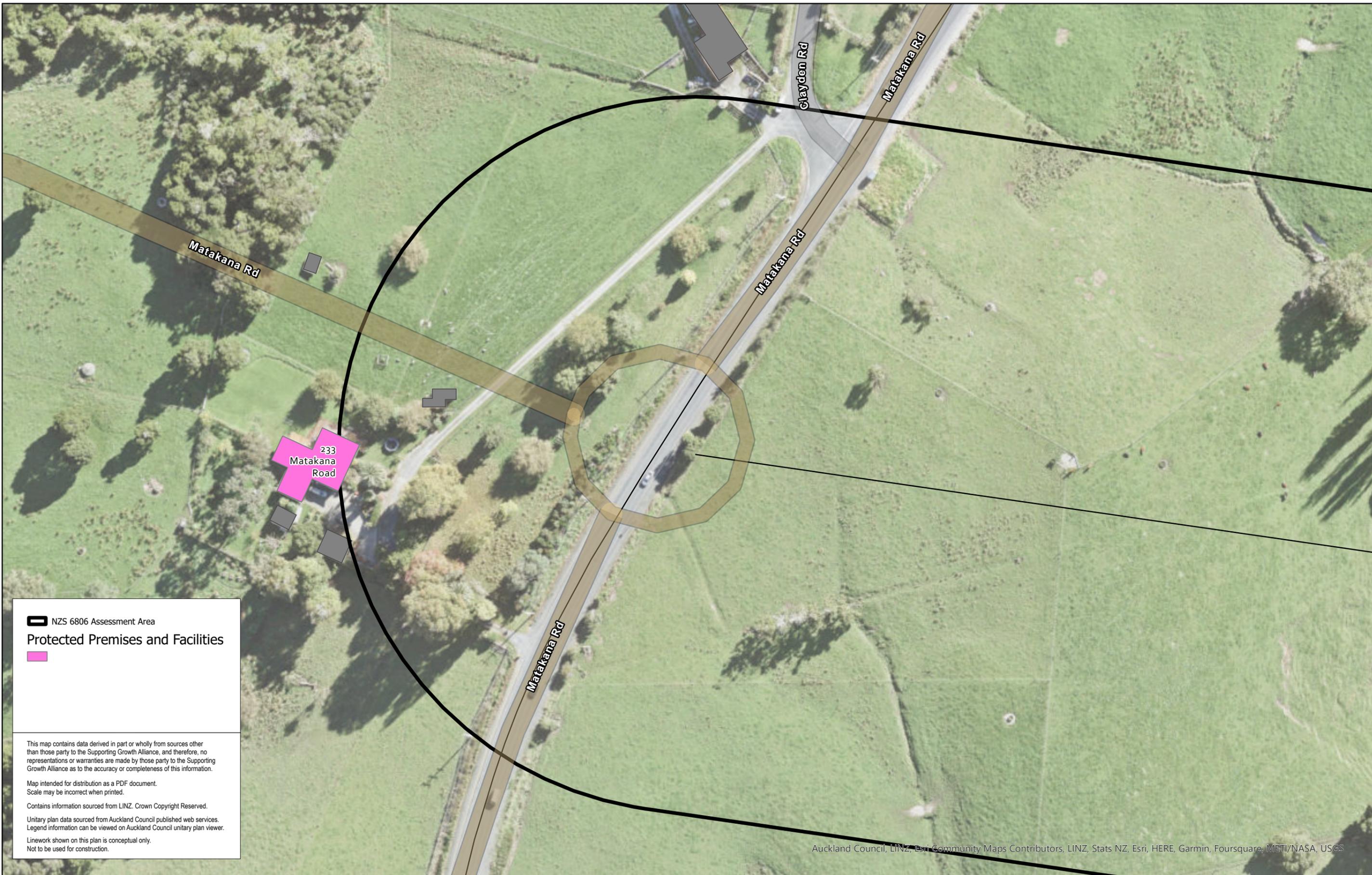
Supporting Growth
NoR 7 - Addresses

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For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013



NZS 6806 Assessment Area
Protected Premises and Facilities

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Map Scale @A3:



Revision	Author	Verified	Approved	Date
	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 7 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL USES ONLY (not for wider distribution)

Client:	Supporting Growth
Project:	Warkworth



Discipline:	GIS
Drawing No:	SGA-NV-NW-013

ATTACHMENT 22

NoR 8 – PUBLIC NOTICE

Auckland Unitary Plan

Notice of Requirement for a designation for a new urban arterial corridor with active mode facilities between Woodcocks Road and the Mahurangi River.

Notice of Requirement – Wider Western Link - North (NoR 8)

Auckland Council has received a notice of a requirement for a designation from Auckland Transport as the Requiring Authority, for public work.

The requirement is for the construction, operation and maintenance an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The site to which the requirement applies is as follows: Between Woodcocks Road and the Mahurangi River (Refer to Attachment A and B of Form 18).

Viewing the notice of requirement

The explanation of the notice of requirement can be found on our web site <https://www.aucklandcouncil.govt.nz/nor>. If you don't have access to a computer, please visit your local library or service centre and they will help you view the notice of requirement on our website.

If you have any questions about the notice of requirement, please contact: Unitary Plan at unitaryplan@aucklandcouncil.govt.nz or on 09 365 3786.

Making a submission on the notice of requirement

Any person or organisation may make a submission on the notice of requirement, but a person who is a trade competitor of the requiring authority may do so only if that person is directly affected by an effect of the activity to which the requirement relates that –

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

You may make a submission by sending a written or electronic form to Auckland Council at:

- Auckland Council, Unitary Plan Private Bag 92300, Auckland 1142, Attention: Planning Technician, or
- By using the online form on the Auckland Council website at <https://www.aucklandcouncil.govt.nz/nor>, or
- By email to: unitaryplan@aucklandcouncil.govt.nz ;or
- Lodging your submission in person at Auckland Council, Libraries or offices.

Submissions close at midnight on 7 July 2023.

You must serve a copy of your submission on Auckland Transport, whose address for service is:

submissions@supportinggrowth.nz or
Auckland Transport, Level 5, 203 Queen Street, Auckland 1010,

as soon as reasonably practicable after serving your submission on Auckland Council.

John Duguid
Manager – Plans & Places

Notification date: 9 June 2023

ATTACHMENT 23

NoR 8 – LODGEMENT COVER LETTER

12 May 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Auckland Council
C/o Alison Pye
Planning Central/North – Plans and Places

Dear Alison

Re: WARKWORTH NOTICES OF REQUIREMENT

This letter is to advise that Auckland Transport gives notice of requirement for eight new designations as part of the proposed Warkworth Transport Network Project.

The lodgement documents have been prepared together as one package and are in four volumes as follows:

- Volume 1: Form 18 for each of the eight notices
- Volume 2: Assessment of Effects on the Environment
- Volume 3: General Arrangement Layout Plans
- Volume 4: Supporting Technical Assessments

These have been emailed to you via file transfer links

Please contact me in the first instance if there are any queries.

Yours sincerely



Simon Titter
Warkworth – Planning Lead
Te Tupu Ngātahi Supporting Growth Alliance

ATTACHMENT 24

NoR 8 – FORM 18

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a new urban arterial cross-section with active mode facilities between Woodcocks Road and the Mahurangi River, known as the Wider Western Link – North.

1. SUMMARY

Auckland Transport is proposing an integrated transport network to support the expected future growth in Warkworth, under the Te Tupu Ngātahi Supporting Growth Programme. The network includes provision for frequent public transport, improved walking and cycling, and general traffic connections. Overall, the package seeks to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

This form is for NOR 8 which is for the construction, operation and maintenance of a new urban arterial cross-section with active mode facilities between Woodcocks Road and the Mahurangi River, known as the Wider Western Link – North.

The extent of NOR 8 and the proposed designation boundary is outlined below.



The purpose of the designation is for the construction, operation and maintenance an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The project objectives for NOR 8 are set out below:

Provide for a new transport corridor between Woodcocks Road and the Mahurangi River, known as the Wider Western Link – North that;

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 8 designation is shown on the Designation Plans included in Attachment A of this notice. NOR 8 applies to an area of land approximately 122,915 square metres (not including legal road reserves) located in Warkworth. The requirement applies to 13 land parcels (not including legal roads). The

land directly affected by NOR 8 is identified in Schedule of Directly Affected Properties included in Attachment B of this Notice.

3. THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 9.10: NOR 8 and Section 8.4 Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE). In summary, the proposed work includes:

In summary, the proposed work includes:

- a) Construction of a new urban arterial cross-section with active mode facilities from Woodcocks Road to the Mahurangi River.
- b) Tie ins with existing roads and upgrades of existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes, and associated cut and fill (earthworks).
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Project, and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 12 - 21).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE, in particular Section 11. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Warkworth, unlocking development capacity.
- The Project will support transformational mode shift through provision for walking and cycling facilities.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- a) Māori culture, values and aspirations (Section 11)
- b) Traffic and Transportation (Section 12)

- c) Noise and Vibration (Section 13)
- d) Terrestrial Ecology (Section 14)
- e) Landscape and Visual (Section 15)
- f) Natural Hazards – Flooding (Section 16)
- g) Archaeological and Built Heritage (Section 17)
- h) Social / Community (Section 18)
- i) Property, land use and business disruption (Section 19)
- j) Trees (Section 20)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the Warkworth growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systemically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Auckland Transport considered alternative sites, routes and methods of NOR 8 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 8 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback and specialist assessment inputs.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 6 and Section 24 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". NOR 8 will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for a new transport corridor between Woodcocks Road and the northern connection to the Wider Western Link in the southern Future Urban Zone, and the intersection with State Highway 1 that:

- a) Improves connectivity
- b) Is safe
- c) Is efficient, resilient and reliable
- d) Integrates with and supports planned urban growth
- e) Integrates with and supports the existing and future transport network
- f) Improves travel choice and contributes to mode shift

The Project achieves these objectives by:

- Improves connectivity between transport networks and development areas throughout Warkworth.
- Supporting Vision Zero and road safety outcomes.
- Supports the development of an efficient and reliable multi-modal transport network for Warkworth.
- Provides a new transport corridor that is integrated with the surrounding urban growth areas.
- Enabling an urban standard corridor to support growth and integrate with existing and new key transport corridors (Ara Tūhono (Puhoi to Warkworth) motorway).
- Supports mode shift by providing dedicated active mode facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NOR 8 will require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NOR 8 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore,



pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 20 years for implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of Auckland Transport

A handwritten signature in black ink, appearing to read 'Jane Small', is positioned above the printed name.

Jane Small

Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

11 May 2023

Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans

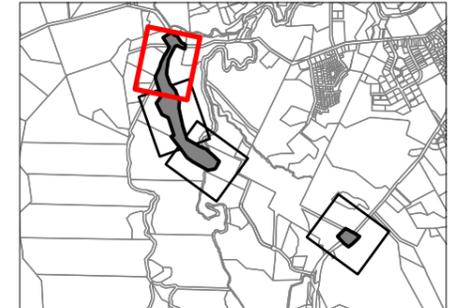


Designation Plan

Land to be Designated Wider Western Link – North Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

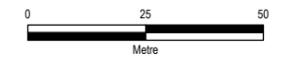


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



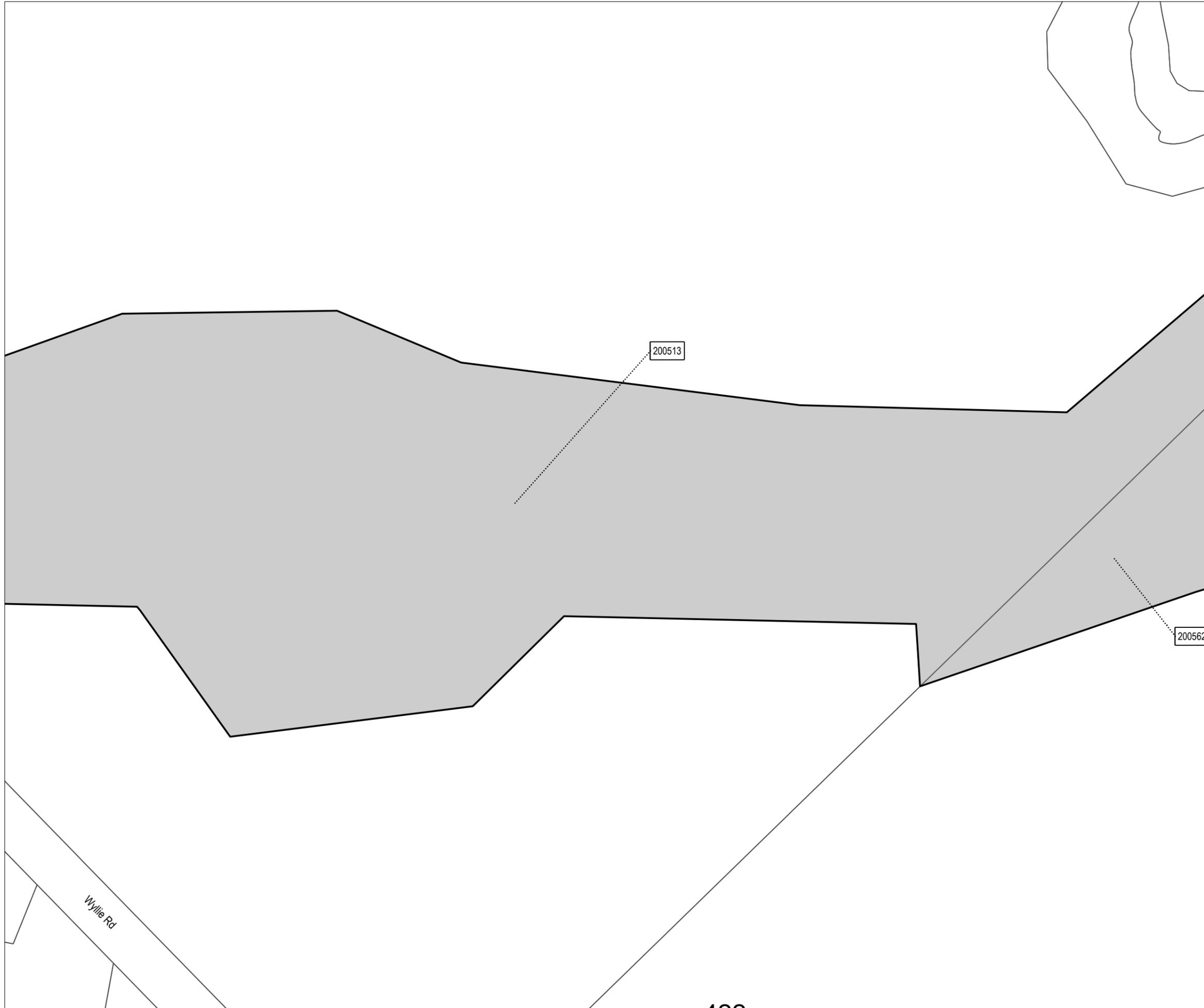
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Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-04**
Sheet No : 1 of 4



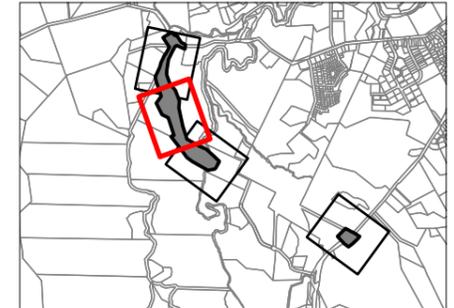


Designation Plan

Land to be Designated Wider Western Link – North Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

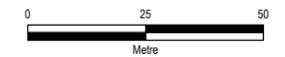


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-04**
Sheet No : 2 of 4

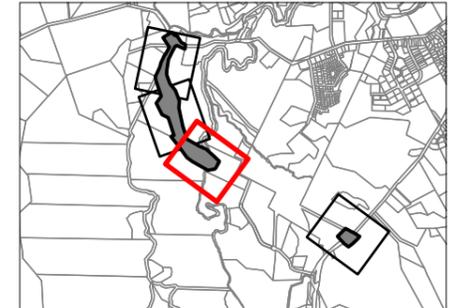




Designation Plan

Land to be Designated Wider Western Link – North Arterial

- Legend**
- Proposed Designation
 - Parcel Boundary
 - 507729 Property ID

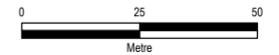


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Warkworth Network

Drawing No:
SGA-PA-WW-04
Sheet No : 3 of 4





Designation Plan

Land to be Designated
Wider Western Link – North Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

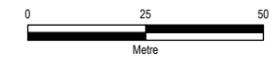


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	ST	06/04/2023



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Warkworth Network**

Drawing No: **SGA-PA-WW-04**
Sheet No : 4 of 4



**Attachment B – Schedule of Directly Affected Properties**

Property ID	Address	Title Number	Legal Description	Approx. additional land to be designated (m²)	Sheet No.
200374	346 Woodcocks Road	NA52C/802	Lot 1 DP 77097	1331	1
200388	346 Woodcocks Road	NA52C/802	Lot 1 DP 96751	1110	1
200399	2 Wyllie Road	118448	Lot 3 DP 329024	3199	1
200474	Lot 3 DP 437211, Woodcocks Road	647838	Lot 3 DP 437211	829	3
200513	Lot 4 DP 473567, Woodcocks Road	647898	Lot 4 DP 473567	73220	1
200562	75 Wyllie Road	NA35B/681	Lot 1 DP 587	24445	2
200569	123 Valerie Close	NA92D/745	Lot 6 DP 155544	6934	3
200906	12 Wyllie Road	NA80C/879	Lot 3 DP 136923	299	1
200919	4 Wyllie Road	NA104C/827	Lot 2 DP 171314	352	1
201430	Lot 1 DP 168411, Wyllie Road	NA102B/939	Lot 1 DP 168411	833	1
201439	1738 State Highway 1	1029181	Lot 1 DP 568727	4885	4
201480	40 Valerie Close	902781	Lot 3 DP 539629	1371	4
201482	1723 State Highway 1	902780	Lot 2 DP 539629	4107	4



Attachment C – Proposed Conditions for the Designation

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 plan or 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"> • where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or • 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	Includes, but is not limited to, the following and similar activities:

Acronym/Term	Definition
	<ul style="list-style-type: none"> (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads (f) demolition or removal of buildings and structures (g) relocation of services (h) 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.
HHAMP	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 features 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 Manuhiri • Ngāti Maru • Ngāti Tamatera • Ngāti Whanaunga • Te Ākitai Waiohū • Ngai Tai Ki Tamaki • Ngāti Whātua o Kaipara • Ngāti Paoa Trust Board • Te Kawerau a Maki • Te Runanga o Ngāti Whātua • Te Patu Kirikiri • Ngāti Paoa Iwi Trust. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>

Acronym/Term	Definition
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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
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



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; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(a) 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; and (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>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.</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; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>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> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p>



No.	Condition
	<p>(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:</p> <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; and (vi) Ecological Management Plan (vii) Tree Management Plan
7.	<p>Management Plans</p> <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 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. <p>(b) Any management plan developed in accordance with Condition 7 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 soon as practicable following identification of the need for a revision; <p>(b) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
8.	<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. 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.



No.	Condition
	<ul style="list-style-type: none"> (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. (b) 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. (c) Conditions 8(b) and (c) above will cease to apply if: <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.
9.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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 the Cultural Advisory Report, Condition 8, (specifically subclause (c) which requires discussion of recommendations with RA on practicality of implementation may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (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; and (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; (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; (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; and 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; 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;



No.	Condition
	<ul style="list-style-type: none"> 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; and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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. 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 21, 22, 23 and 24; 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.
	<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 habitable existing dwelling; (iv) no new flood prone areas; and (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 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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,



No.	Condition
	the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
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. 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, (v) locations of refuelling activities and construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (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; and (xii) 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; (vi) Methods and timing to engage with landowners whose access is directly affected (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; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint;



No.	Condition
	<ul style="list-style-type: none"> (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. <p>(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.</p>
<p>14.</p>	<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. 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; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) 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. <p>Advice Note: <i>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.</i></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 <p>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;

No.	Condition																																																										
	<ul style="list-style-type: none"> (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> <p>(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> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="316 945 1278 1794"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</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 rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 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 colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(c) 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 18(c)((x)), then the methodology in Condition 19 shall apply.</p>	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	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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<p>17.</p>	<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</p>																																																										

No.	Condition																			
	<p>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" data-bbox="292 439 1339 763"> <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 DIN4150-3:1999</td> </tr> </tbody> </table> <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>(d) 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 19(c)(x), then the methodology in Condition 19 shall apply</p>	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	
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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> <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> <ol 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 																			

No.	Condition
	<p>sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18(c)((x)).</p> <p>(xii) Procedures for:</p> <ol 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; and <p>(xiii) Requirements for review and update of the CNVMP</p>
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> <ol 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: <ol 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> <ol 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; and (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>(e) 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> <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.</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> <ol 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;



No.	Condition
	<ul style="list-style-type: none"> (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 b. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and 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>(f) 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.</p>
	<p>Accidental Discoveries</p> <p>Advice Note: <i>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.</i></p> <p><i>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></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 the ecological management plan by: <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> are still present;



No.	Condition
	<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.</p> <p>(g) If the ecological survey confirms the presence of ecological features of value in accordance with condition 21(a)(i) 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> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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> <ol 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. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include <ol style="list-style-type: none"> (i) identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding (ii) Details of measures to manage the effects of light spill on bat connectivity as far as practicable. e. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <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 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> <ol style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
<p>23.</p>	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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>(ii) If an EMP is required in accordance with condition 21(b) for the presence of threatened or at risk birds (excluding wetland birds):</p> <ol 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 Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and c. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds.

No.	Condition
	<p>d. Details of grass maintenance if Pipit are present.</p> <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 Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
24.	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through 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 threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> a. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 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: <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 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. Details on any mitigation required to address any potential operational disturbance <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>

No.	Condition
	<p>Advice Note:</p> <p>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"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
25.	<p>Low Noise Road Surface</p> <p>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)</p> <ul style="list-style-type: none"> (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (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: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or <ul style="list-style-type: none"> a. The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or b. It is in an industrial or commercial area where there is a high concentration of truck traffic; or c. It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(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.
26.	<p>Traffic Noise</p> <p>For the purposes of Conditions 27 to 39:</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; (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 <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>; (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 <i>Schedule 4: PPFs Noise Criteria Categories</i>; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
27.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 27 to 39 (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>



No.	Condition
28.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 4 PPFs Noise Criteria Categories</i> .
29.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i> , taking into account the Selected Mitigation Options.
30.	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.
31.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
32.	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.
33.	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').
34.	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.
35.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 34 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 34 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>
36.	<p>Subject to Condition 35 above, within six months of the assessment undertaken in accordance with Conditions 34 and 35, 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; and (b) The options available for Building-Modification Mitigation to the building, if required; and <p>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>
37.	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



No.	Condition
	any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
38.	Subject to Condition 35, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 37 if: <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 35 (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.
39.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a new urban arterial cross-section with active mode facilities between Woodcocks Road and the Mahurangi River, known as the Wider Western Link – North.

The proposed work is shown in the following Concept Plan and includes:

- Construction of a new urban arterial cross-section with active mode facilities from Woodcocks Road to the Mahurangi River.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes, and associated cut and fill (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.



LEGEND

- State Highway (SH)
- Project Boundary
- Route Option Design

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Schedule 2: Identified Biodiversity Areas

LEGEND

 Designation Boundary

 Identified Biodiversity Area

Name of Map: SGA-EC-WW-053_Bird_Mitigation-WW

Path: \\bea.nz\proje\da\381138109\41\TGI01_Map\06_ArcGIS_Prc011_Werk\work\SGA_Werk\work_Ecology_Figures.aprx

Bird Mitigation

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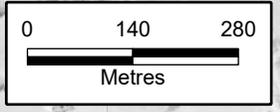
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448





Schedule 3: Trees

No protected trees are impacted by this Notice of Requirement



Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
123 Valerie Close	New Road	Category A
346 Woodcocks Road	Altered Road	Category A
12 Wyllie Road	Altered Road	Category A



NZS 6806 Assessment Area
Protected Premises and Facilities

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	JR	CD		
1	Author	DRAFT	DRAFT	dd/mm/yyyy

Supporting Growth
NoR 8 - Addresses
 Working Plans of Te Tupu Ngatahi.
 For the purpose of INTERNAL WORKSHOPS (not for wider distribution)

Client: **Supporting Growth**
 Project: **Warkworth**



Discipline: **GIS**
 Drawing No: **SGA-NV-NW-013**



NZS 6806 Assessment Area

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 NZS 6806 Assessment Area
Protected Premises and Facilities


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