

# NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND

14 December 2022

Waka Kotahi NZ Transport Agency  
NoR HS Huapai Station

## Notice of Requirement for a Designation of Land Under Section 168 of the Resource Management Act 1991

To: Auckland Council  
Private Bag 92300  
Victoria Street West  
Auckland 1142

From: Waka Kotahi NZ Transport Agency  
Private Bag 106602  
Auckland 1143

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work.

The purpose of the proposed designation is '*Construction, operation and maintenance of a public transport station and associated facilities*'. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Act 2003 which confirms that the order applies to NZ Transport Agency – these confirm the NZ Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway.
- Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the NZ Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.

Our corporate name Waka Kotahi is used throughout this notice. The legal name for Waka Kotahi as a Requiring Authority is the New Zealand Transport Agency. When the designation is confirmed, the Requiring Authority name recorded in the district plan should be the New Zealand Transport Agency.

### **The site to which the requirement applies is as follows:**

The area of the proposed designation is shown on the Designation Plans included in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 16 hectares located within Huapai. The requirement applies to 18 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

**The nature of the proposed work is:**

The proposed work is the construction, operation and maintenance of a rapid transport station and associated activities within Huapai (hereafter referred to as “the Project”). The Project is described in Section 10.4 of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- Station building, with provision for customer service, public toilets, ticketing facilities, staff rooms and maintenance and equipment rooms.
- Transport interchange facilities including:
  - Bus end of line layover and turnaround space, with provision for bus electric charging
  - Parking spaces for emergency and maintenance vehicles
  - Pick up and drop off bays for on demand travel (e.g., ride share, taxi)
  - Bicycle and micro mobility provision, up to 350 cycle parks
  - Park-n-ride provision of up to 500 spaces
- Passenger platforms to support bus rapid transit to access RTC, including overbridge with universal access facilities.
- Tie ins to existing network at Meryl Avenue and Matua Road, with walking and cycling access (via overbridge) to south at SH16.
- Replacement of Matua Roads NAL level crossing with new grade separated road access to SH16.
- Retaining walls and batter slopes with associated cut and fill activities (earthworks).
- Vegetation removal within the footprint, as required.
- Stormwater capture and treatment.
- Other construction related activities required outside the permanent footprint including the re-grade of site, construction traffic manoeuvring and construction laydown areas.

**The nature of the proposed conditions that would apply are:**

The proposed conditions that would apply are included in **Attachment C** of this Notice.

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated are set out in Section 14 to 26 of the AEE Report.

The Project will generate a range of positive effects. The nature and degree of these positive effects are set out in the AEE Part B, in particular Section 13 and 14. They are summarised as follows:

- Provide new and upgraded transport corridors to support and enable Auckland Council’s growth aspirations for Auckland.
- Improve access to economic and social opportunities and improve resilience of the strategic transport network.

- Integrate future transport outcomes with Auckland Council's aspirations for land use and urban form.
- Help to address existing and increasing safety risks on transport corridors as growth areas urbanise.
- Support mode shift towards more sustainable travel choices such as public transport and walking and cycling.

The potential adverse effects during the construction and operational phases of the Project are assessed in the following sections of the AEE Report.

- Traffic and transportation (Section 14)
- Traffic noise and vibration (Section 15)
- Construction noise and vibration (Section 16)
- Network utilities (Section 17)
- Natural hazards – flooding (Section 18)
- Terrestrial ecology (Section 19)
- Landscape and visual (Section 20)
- Historic heritage (Section 21)
- Māori culture, values and aspirations (Section 22)
- Social impact (section 23)
- Property and land use (Section 24)

**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 North West growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systematically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which Waka Kotahi considered alternative sites, routes and methods is detailed in Appendix 1 of the AEE: Assessment of Alternatives Report. Development of the Project was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

**The proposed work and designation are reasonably necessary for achieving the objectives of the requiring authority because:**

The objective of Waka Kotahi under Section 94 of the Land Transport Management Act 2003 (LTMA) is *"to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest"*.

The objectives of Waka Kotahi for the Project are to:

Enable the provision of a transport corridor that:

- a) Supports planned urban growth.
- b) Supports a quality urban form within Kumeū-Huapai.
- c) Contributes to mode shift by improving travel choice, via access to rapid transit.
- d) Supports a safe transport network for all users.
- e) Supports and integrates with the existing and future transport network.

The proposed work is reasonably necessary for achieving the objectives of Waka Kotahi by:

- Locating in proximity to planned growth areas in Kumeū.
- Locating to support quality urban form between the station and adjacent land use
- Integrating with transport network at SH16 and Matua Road.
- Supporting Vision Zero and road safety outcomes.
- Providing growth areas access to the rapid transit network.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable Waka Kotahi to carry out the proposed work. The principal reasons for requiring a designation to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Auckland Unitary Plan, giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the Project.

**The following resource consents are needed for the proposed activity and have not been applied for:**

The Project will require resource consents for a number of activities to enable the proposed works.

The resource consents are not sought at this time as the date for construction is unknown and could be many years away. The resource consents will be sought when detailed design of the Project is complete and nearer to the proposed construction start date. The future resource consents likely to be required for the Project 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

**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 Mana Whenua, property owners and occupiers, Auckland Council, Auckland Transport, 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 11: *NW Strategic Engagement* of the AEE Report.

**Proposed Lapse Period:**

Pursuant to Section 184(1)(c) RMA, Waka Kotahi proposes a lapse period of 20 years for implementation of the proposed designation.

**Supporting Information:**

**Waka Kotahi submits the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991.**

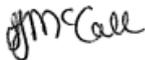
Attachments to the Notice

- Attachment A – Designation Plan[s]
- Attachment B – Schedule of Directly Affected Property
- Attachment C – Proposed Designation Conditions

Accompanying Information

- Assessment of Effects on the Environment

Signed by:



Sonya McCall

Team Leader, Auckland / Northland Poutiaki Taiao / Environmental Planning  
Transport Services

Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

15 December 2022

Address for Service:

Waka Kotahi New Zealand Transport Agency  
Level 5 AMP Tower  
29 Customs Street West  
Auckland

Private Bag 106602  
Auckland City  
Auckland 1143

**Attachment A  
Designation Plans**



### Designation Plan

Land to be Designated  
Huapai Rapid Transit Station

#### Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

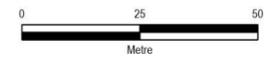


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Revision	Author	Verified	Approved	Date
1	BAP	RJL	RE	27/11/2022



Client: **Auckland Transport / Waka Kotahi**

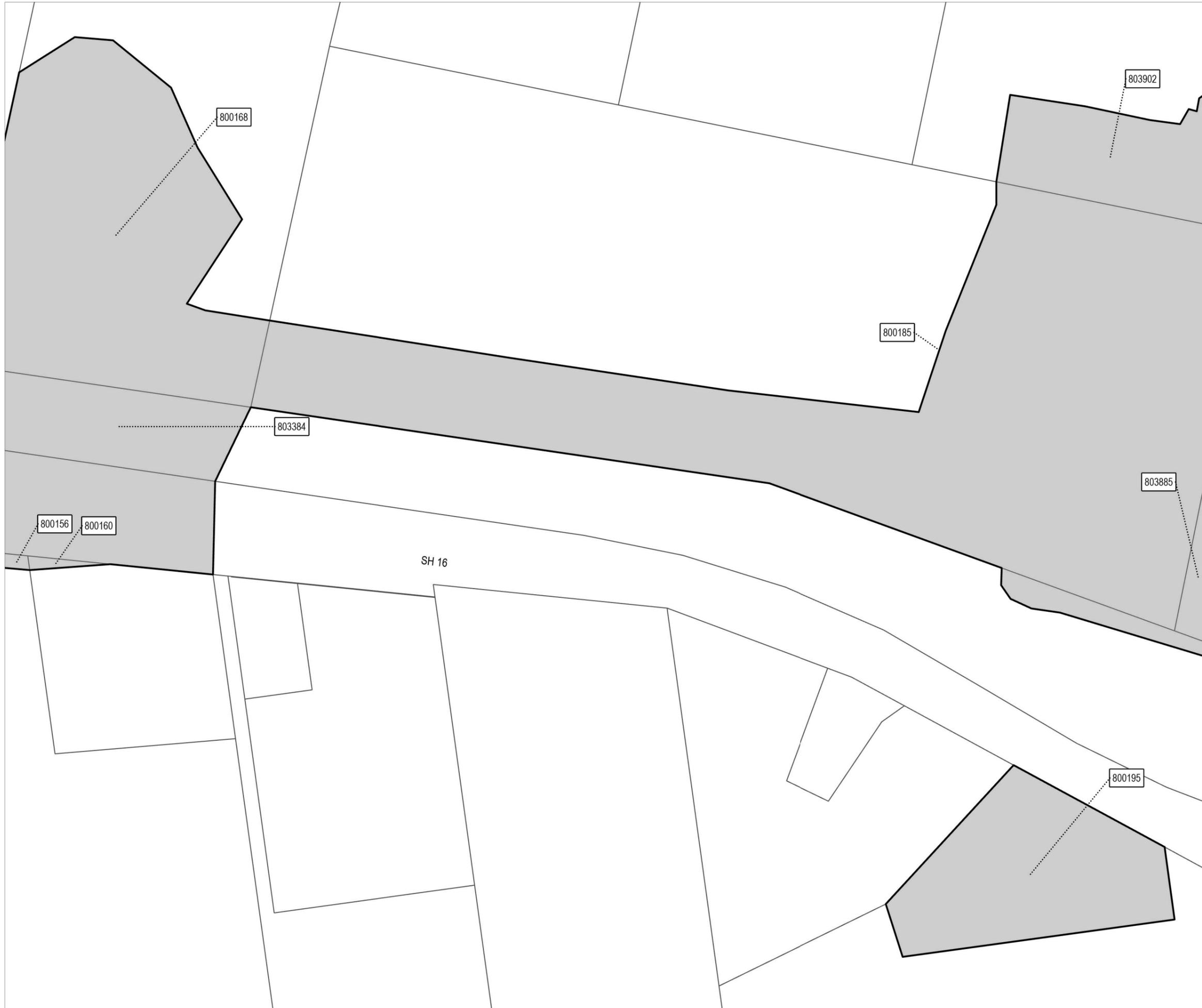
Discipline: **GIS**

Project: **North West Strategic Network**

Drawing No: **SGA-PA-NW-045**  
Sheet No : 1 of 3



New Zealand Government

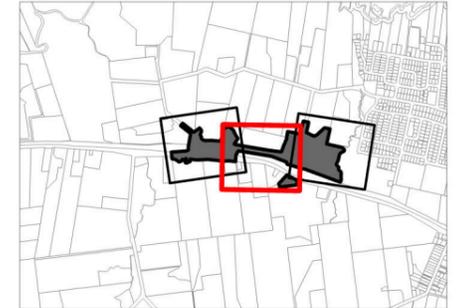


### Designation Plan

Land to be Designated  
Huapai Rapid Transit Station

#### Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

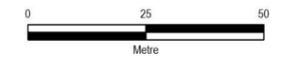


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**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**North West Strategic Network**

Drawing No:  
**SGA-PA-NW-045**  
Sheet No : 2 of 3





### Designation Plan

#### Land to be Designated Huapai Rapid Transit Station

#### Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

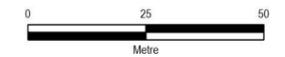


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Discipline: **GIS**

Project: **North West Strategic Network**

Drawing No: **SGA-PA-NW-045**  
Sheet No : 3 of 3



New Zealand Government

**Attachment B  
Schedule of Directly Affected Property**

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
[i.e. identification number shown on designation plan]			[i.e. street address or name of road]	[round to a sensible number of decimal places for the circumstances – areas are approximate and subject to survey]
800001	<Null>	NA76/291	<Null>	1.1026
800001	<Null>	NA72/39	<Null>	1.1026
800142	Part Lot 6 DP 10409	NA246/34	677 State Highway 16	0.3922
800153	Lot 2 DP 59216	NA15C/726	411 Matua Road	0.8711
800156	Lot 2 DP 195339	NA124B/368	665 State Highway 16	0.0891
800160	Lot 1 DP 195339	NA124B/367	653 State Highway 16	0.0099
800168	Part Lot 10 DP 10457	NA14B/1079	307 Matua Road	1.2763
800185	Lot 1 DP 159224	NA95D/153	32 Meryl Avenue	2.8243
800195	Lot 1 DP 351286	210151	609 State Highway 16	0.5663
800211	Lot 2 DP 105583	NA59A/75	29 Meryl Avenue	3.6156
803384	<Null>	<Null>	<Null>	0.4682

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
803884	Lot 12 DP 10457	NA304/120	379 Matua Road	0.0028
803885	Lot 1 DP 105583	NA58D/483	31 Meryl Avenue	1.5627
803902	Lot 7 DP 10457	NA49C/390	30 Meryl Avenue	0.4064
803904	Lot 6 DP 10457	NA310/29	11 Meryl Avenue	0.9108

**Attachment C**  
**Proposed Designation 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	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.  A material change to a management plan or CNVMP Schedule shall be deemed certified:  (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>geotechnical investigations (including trial embankments)</li> </ul>

Acronym / Term	Definition
	<ul style="list-style-type: none"> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> <li>• Te Kawerau a Maki</li> <li>• Ngāti Whātua o Kaipara</li> <li>• Te Ākitai Waiohū</li> <li>• Ngāti Whanaunga</li> </ul>
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.

Acronym / Term	Definition
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

## Conditions

No.	Condition
1	<p><b>Activity in General Accordance with Plans and Information</b></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> <ol style="list-style-type: none"> <li>i. the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>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.</li> </ol>
2	<p><b>Project Information</b></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> <ol style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ol> <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><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <p>(b) 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> <p>(c) 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><b>Lapse</b></p> <p>(a) 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><b>Network Utility Operators (Section 176 Approval)</b></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> <ol style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ol> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
6	<p><b>Outline Plan</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p>

No.	Condition
	<ul style="list-style-type: none"> <li>(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.</li> <li>(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"> <li>(i) Construction Environmental Management Plan;</li> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan; and</li> <li>(vii) Tree Management Plan.</li> </ul> </li> </ul>
<p><b>7</b></p>	<p><b>Management Plans</b></p> <ul style="list-style-type: none"> <li>(a) Any management plan shall:           <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and / or Stage of Work to which it relates;</li> <li>(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"> <li>a. Been incorporated; and</li> <li>b. Where not incorporated, the reasons why.</li> </ul> </li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source;</li> </ul> </li> <li>(b) Any management plan developed in accordance with Condition 6 may:           <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> <li>(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.</li> </ul> </li> <li>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</li> </ul>
<p><b>8</b></p>	<p><b>Cultural Advisory Report</b></p> <ul style="list-style-type: none"> <li>(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.</li> <li>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:           <ul style="list-style-type: none"> <li>(i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) Identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(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;</li> </ul> </li> </ul>

No.	Condition
	<ul style="list-style-type: none"> <li>(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.</li> <li>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</li> <li>(d) Conditions 8(b) and (c) above will cease to apply if:               <ul style="list-style-type: none"> <li>(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</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul> </li> </ul>
<p><b>9</b></p>	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <ul style="list-style-type: none"> <li>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:               <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.</li> </ul> </li> <li>(c) The ULDMP shall be prepared in general accordance with:               <ul style="list-style-type: none"> <li>(i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> </ul> </li> <li>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:               <ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(iii) Promotes inclusive access (where appropriate); and</li> <li>(iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:                   <ul style="list-style-type: none"> <li>a. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>b. Safety in Design (SID) requirements; and</li> <li>c. Maintenance in Design (MID) requirements and anti-vandalism / anti-graffiti measures.</li> </ul> </li> </ul> </li> <li>(e) The ULDMP(s) shall include:               <ul style="list-style-type: none"> <li>(i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following:                   <ul style="list-style-type: none"> <li>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;</li> <li>b. Roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>c. architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>d. Architectural and landscape treatment of noise barriers;</li> </ul> </li> </ul> </li> </ul>

No.	Condition
	<ul style="list-style-type: none"> <li>e. Landscape treatment of permanent stormwater control wetlands and swales;</li> <li>f. Integration of passenger transport;</li> <li>g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;</li> <li>h. Historic heritage places with reference to the HHMP;</li> <li>i. Reinstatement of construction and site compound areas, driveways, accessways and fences;</li> </ul> <p>(f) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including:               <ul style="list-style-type: none"> <li>a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained;</li> <li>b. street trees, shrubs and ground cover suitable for berms;</li> <li>c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</li> <li>d. planting of stormwater wetlands;</li> <li>e. identification of vegetation to be retained and any planting requirements under Conditions 22 and 23;</li> <li>f. integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>g. re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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</li> <li>(iii) detailed specifications relating to the following:               <ul style="list-style-type: none"> <li>a. weed control and clearance;</li> <li>b. pest animal management (to support plant establishment);</li> <li>c. ground preparation (top soiling and decompaction);</li> <li>d. mulching; and</li> <li>e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul>
	<p><b>Advice Note:</b></p> <p><i>This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). 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><b>10</b></p>	<p><b>Flood Hazard</b></p> <ul style="list-style-type: none"> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:           <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas;</li> <li>(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.</li> </ul> </li> <li>(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).</li> <li>(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</li> </ul>

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.
<p><b>11</b></p>	<p><b>Construction Environmental Management Plan (CEMP)</b></p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;</li> <li>(ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(x) procedures for responding to complaints about Construction Works; and</li> <li>(xi) methods for amending and updating the CEMP as required.</li> </ul>
<p><b>12</b></p>	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></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"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</li> <li>(iv) a list of stakeholders, organisations (such as community facilities),_businesses who will be engaged with and the methods for engagement;</li> <li>(v) identification of the properties whose owners will be engaged with;</li> <li>(vi) methods and timing to engage with landowners whose access is directly affected;</li> <li>(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</li> <li>(viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p><b>13</b></p>	<p><b>Complaints Register</b></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"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> </ul>

No.	Condition
	<ul style="list-style-type: none"> <li>(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;</li> <li>(iv) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <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><b>14</b></p>	<p><b>Cultural Monitoring Plan</b></p> <ul style="list-style-type: none"> <li>(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.</li> <li>(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;</li> <li>(c) The Cultural Monitoring Plan shall include:               <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</li> </ul> </li> <li>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</li> </ul> <p><b>Advice Note:</b> <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><b>15</b></p>	<p><b>Construction Traffic Management Plan (CTMP)</b></p> <ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:               <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).</li> <li>(ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.</li> </ul> </li> </ul>

No.	Condition																																																										
<b>16</b>	<p><b>Construction Noise Standards</b></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><b>Table 16.1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L<sub>Aeq</sub>(15min)</th> <th style="width: 20%;">L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;"><b>Occupied activity sensitive to noise</b></td> </tr> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">Weekday</td> <td>0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">Saturday</td> <td>0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td colspan="4" style="text-align: center;"><b>Other occupied buildings</b></td> </tr> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">All</td> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td></td> </tr> <tr> <td>1800h - 0730h</td> <td style="text-align: center;">75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table 16.1 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 <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	<b>Occupied activity sensitive to noise</b>				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	<b>Other occupied buildings</b>				All	0730h - 1800h	70 dB		1800h - 0730h	75 dB	
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17	<p><b>Construction Vibration Standards</b></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><b>Table CNV2 Construction vibration criteria</b></p> <table border="1" data-bbox="261 589 1273 1135"> <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>1mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>1mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td rowspan="2">All other buildings</td> <td>At all other times Vibration transient</td> <td>5mm/s ppv</td> <td>BS 5228-2* Table B2</td> </tr> <tr> <td>At all other times Vibration continuous</td> <td>5mm/s ppv</td> <td>BS 5228-2* 50% of Table B2 values</td> </tr> </tbody> </table> <p><i>* Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</i></p> <p><i>**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
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18	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></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 the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment / processes;</li> <li>(ii) Hours of operation, including times and days when construction activities would occur;</li> <li>(iii) The construction noise and vibration standards for the project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> </ul>																						

No.	Condition
	<ul style="list-style-type: none"> <li>(v) A hierarchy of management and mitigation options including any requirements to limit night and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(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;</li> <li>(viii) Contact details of the Project Liaison Person;</li> <li>(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;</li> <li>(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.</li> <li>(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 A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition 18(c)(x) CNVMP].</li> <li>(xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels;</li> <li>(xiii) Procedures for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.</li> <li>(xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;</li> <li>(xv) Requirements for review and update of the CNVMP.</li> </ul>
<p><b>19</b></p>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when: <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;</li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 17;</li> </ul> </li> <li>(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"> <li>(i) Construction activity location, start and finish times;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;</li> <li>(iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(v) A summary of 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</li> <li>(vi) Location, times and types of monitoring.</li> </ul> </li> <li>(c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule;</li> </ul>

No.	Condition
	<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 information 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><b>20</b></p>	<p><b>Historic Heritage Management Plan (HHAMP)</b></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"> <li>(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;</li> <li>(ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(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;</li> <li>(iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(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;</li> <li>(vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(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;</li> <li>(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;</li> <li>(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"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access</li> <li>B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;</li> <li>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; and</li> </ul> </li> </ul> <p>(c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p>
<p><b>Accidental Discoveries</b></p> <p><b>Advice Note:</b> 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>	

No.	Condition
<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><b>21</b></p>	<p><b>Pre-Construction Ecological Survey</b></p> <ul style="list-style-type: none"> <li>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:               <ul style="list-style-type: none"> <li>(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present;</li> <li>(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.</li> </ul> </li> <li>(b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).</li> </ul>
<p><b>22</b></p>	<p><b>Ecological Management Plan (EMP)</b></p> <ul style="list-style-type: none"> <li>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:               <ul style="list-style-type: none"> <li>(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"> <li>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;</li> <li>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;</li> <li>c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;</li> <li>d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding;</li> <li>e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.</li> </ul> </li> <li>(ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:                   <ul style="list-style-type: none"> <li>a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.</li> <li>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;</li> <li>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;</li> <li>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"> <li>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</li> </ul> </li> </ul> </li> </ul> </li> </ul>

No.	Condition
	<p>encroachment. This might include the use of marker poles, tape and signage;</p> <ul style="list-style-type: none"> <li>ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</li> <li>iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands</li> </ul> <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><b>Advice Notes:</b></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"> <li>(a) Stream and / or wetland restoration plans;</li> <li>(b) Vegetation restoration plans; and</li> <li>(c) Fauna management plans (e.g. avifauna, herpetofauna, bats).</li> </ul>
23	<p><b>Tree Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</li> <li>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.</li> <li>(c) The Tree Management Plan shall: <ul style="list-style-type: none"> <li>(i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and</li> <li>(ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include: <ul style="list-style-type: none"> <li>a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9);</li> <li>b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(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.</li> </ul> </li> </ul>

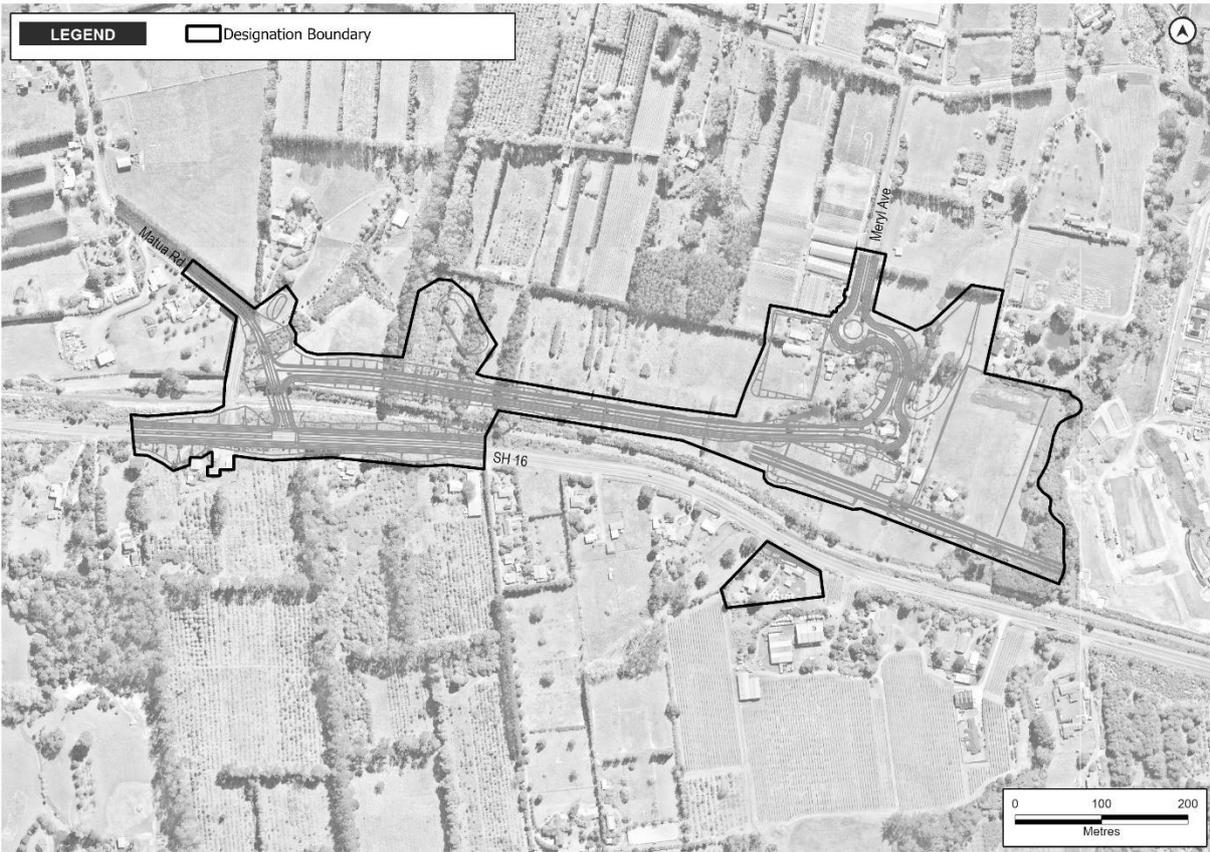
### Schedule 1: General Accordance Plans and Information

#### Project Description

The proposed work is the construction, operation, and maintenance of a rapid transit station in Huapai, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new rapid transit station, including active transport facilities;
- (b) Associated works including transport interchange facilities, accessway, park and ride facilities, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

#### Concept Plan



## **Schedule 2: Identified Biodiversity Areas**



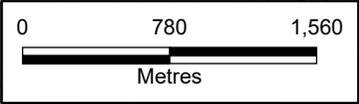
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Designation Boundary

Identified Biodiversity Area



Long-tailed Bat

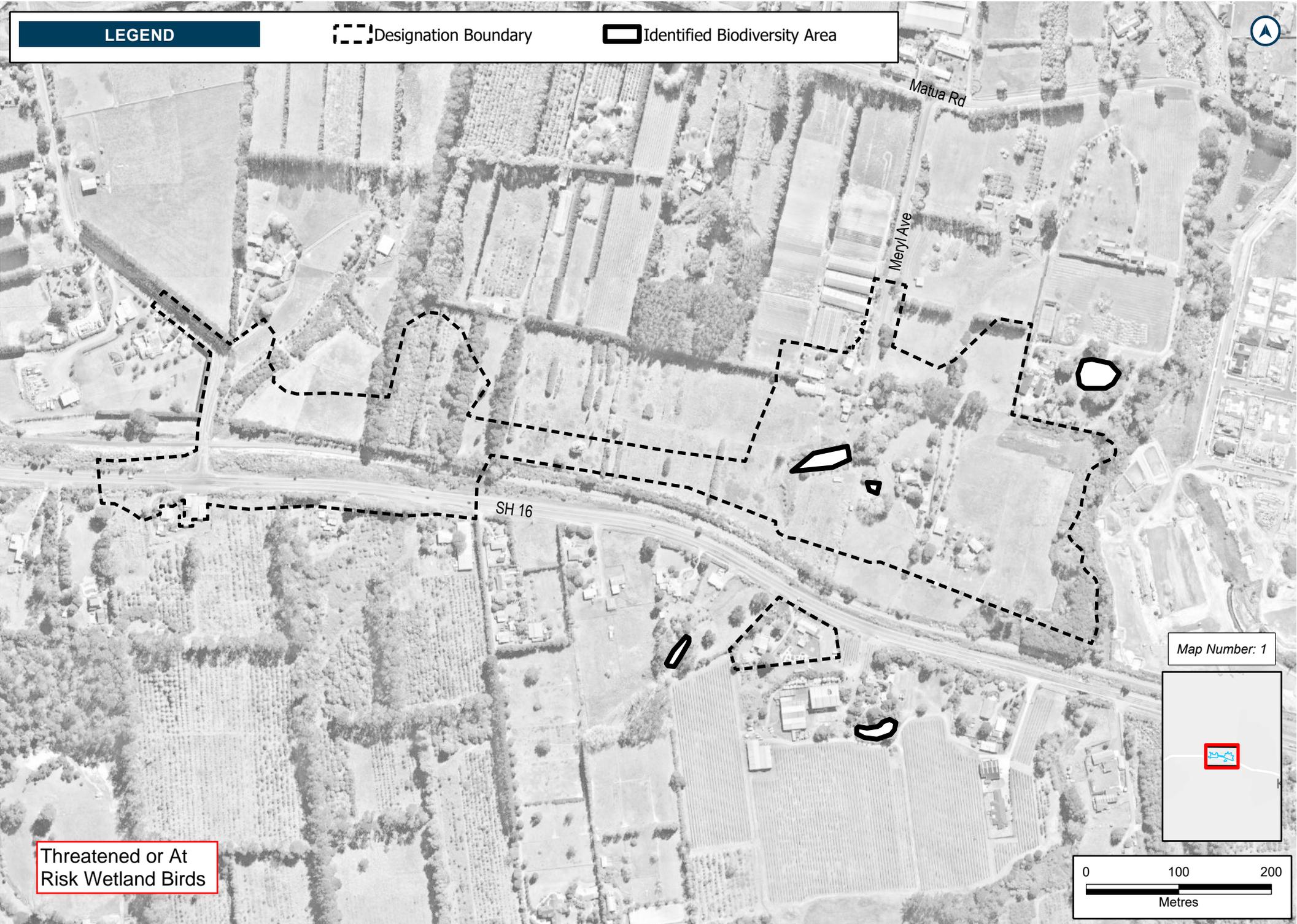




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 Designation Boundary

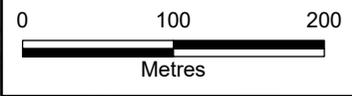
 Identified Biodiversity Area



Map Number: 1



Threatened or At Risk Wetland Birds



Name of Map: SGA-EC-NW-035-Strategic-Huapai-Sm-Bird-Mitigation  
Path: P:\381\381034\T0102\ Data\1 Data Processing 550\Pris6689\_NW\_Ecology\_Mitigation\SGA\_NW\_Ecology\_Mitigation.aprx