



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 (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 transport corridor in Drury West, extending south from the intersection of State Highway 22 and Jesmond Road to the edge of the Future Urban Zone and near Runciman Road in Drury.

1 SUMMARY

The Pukekohe Transport Network (**the Network**) encompasses eight NoRs for transport projects that together form a transport response to the planned future growth of Pukekohe, Paerata and Drury. Six of the NoRs are for Auckland Transport projects and two of the NoRs are for Waka Kotahi NZ Transport Agency (**Waka Kotahi**) transport projects. The Network includes provision for improved walking and cycling, public transport, and general traffic connections. Overall, the Network improves connectivity and resilience providing high quality, safe and attractive transport environments.

This form is for the Auckland Transport Drury West Arterial (NoR 1) which is for the construction, operation and maintenance of a new approximately 1.6km transport corridor in Drury West, extending south from the intersection of State Highway 22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury. The Drury West Arterial improves local connectivity in Drury West and the wider area to centres, employment and rail stations.

The extent of NoR 1 and the proposed designation boundary is outlined Figure 1.

The area of the proposed Drury West Arterial - NoR 1 designation is shown on the Designation Plans included in Attachment A of this Notice. NoR 1 applies to an area of land of approximately 186,897 square meters located in the Drury West area of the Pukekohe Transport Network. The requirement applies to 15 land parcels (not including legal roads). The land directly affected by NoR 1 is identified in the Schedule of Directly Affected Property included in Attachment B of this Notice.

3 THE NATURE OF THE PROPOSED WORKS IS:

The proposed work is for the construction, operation and maintenance of a transport corridor between SH22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new transport corridor to provide for public transport, general traffic lanes, and active mode facilities;
- (b) Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities including construction areas, construction traffic management and the re-grading of driveways.

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 contains a description of the existing and likely future environment (Section 9), an assessment of the effects on the environment from the Network (Section 11), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Network (Section 11).

5.1 Positive Effects

The positive effects of the Drury West Arterial – NoR 1 are elaborated on in Section 11.2 of the AEE. However, in summary, the Drury West Arterial – NoR 1 will:

- Provide necessary transport infrastructure to support and integrate with the planned urban growth in Drury,
- Improve walking and cycling connectivity providing key connections to future urban areas and the proposed Drury West Railway Station Ngaakooroa;
- Improve public transport facilities connecting with future urban areas and the proposed Drury West Railway Station Ngaakooroa;
- Improve the resilience and connectivity of the transport network for general traffic and freight;
- Provide better access to jobs, education and social amenities;
- Provide mode choice and contribute to mode shift;
- Increase the tree canopy cover of the project area; and

- Provide opportunities to enhance the character and identity of the project area through future design and partnership with Manawhenua.

5.2 Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Drury West Arterial – NoR 1, which are assessed in the following sections of the AEE:

- Traffic and transport (Section 11.4);
- Construction noise and vibration (Section 11.5);
- Operational noise (Section 11.6);
- Flood hazard (Section 11.7);
- Terrestrial ecology (Section 11.8);
- Landscape and visual (Section 11.9);
- Historic heritage and archaeology (Section 11.10);
- Arboriculture (Section 11.11);
- Community (Section 11.12);
- Property (Section 11.13); and
- Network utilities (Section 11.14),

The AEE draws on information provided in the Technical Assessment Reports (contained in Volume 4 of the AEE).

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

A wide range of alternatives have been investigated for addressing the preferred transport network to support future communities in Pukekohe, Paerata and Drury West.

The assessment of alternatives process commenced at a broad scale and progressively narrowed down the area to a single preferred route.

Section 5.1.1 Consideration of alternative routes of the AEE summarises the background to the development of the Pukekohe Transport Network, which includes Drury West Arterial - NoR 1.

The process by which Auckland Transport considered alternative sites, routes and methods for NoR 1 is detailed in *Appendix A of the AEE: Assessment of Alternatives Report*. The development of NoR 1 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback along with specialist assessment inputs.

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

The work and designation are reasonably necessary to meet the objectives of Auckland Transport. Refer to *Section 6: Whether the work and designation are reasonably necessary for achieving the objectives* and *Section 12: Assessment of Relevant RMA Planning Documents* of the AEE.

Auckland Transport'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 Auckland Transport in meeting this objective.

The Auckland Transport project objectives for the Drury West Arterial - NoR 1 are set out below:

Provide for a new transport corridor in Drury West that:

- 1. Improves connectivity*
- 2. Is safe*
- 3. Provides resilience in the transport network*
- 4. Integrates with and supports planned urban growth*
- 5. Integrates with and supports the existing and future transport network*
- 6. Improves travel choice and contributes to mode shift*

NoR 1 is reasonably necessary for achieving these objectives because it will:

- Provide connectivity in Drury West
- Supports Vision Zero and road safety outcomes
- Supports resilience by providing an additional strategic transport corridor
- Supports planned urban growth and the existing and future transport network by providing a spine for the future collector road network and an additional connection to the existing strategic network
- Supports travel choice by providing for all modes of transport
- Contributes to mode shift and the transition to a low carbon transport network by providing for active modes, a key connection to public transport (planned Drury West Station and Frequent Transit Network) and additional capacity for further public transport services

The proposed designation is reasonably necessary as it identifies and protects land required for the Drury West Arterial and will enable Auckland Transport to carry out the proposed work.

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

The Drury West Arterial - 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 at detailed design closer to the time of construction. The future resource consents likely to be required for the Drury West Arterial - 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: Operative in part:
 - 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 Drury West Arterial – NoR 1 including Manawhenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, local boards and elected members, business and community representative groups and the wider community. Engagement activities included online meetings, phone calls, face to face meetings, workshops, presentations, hui, newsletters, community open days and online information.

The consultation undertaken is detailed in *Section 10: Engagement* of the AEE.

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, a lapse period of 20 years is required for the 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:

Auckland Transport 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: Concept Design Drawings; and
- Volume 4: Supporting Technical Assessment Reports.

Signed on behalf of Auckland Transport

Jane Small



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

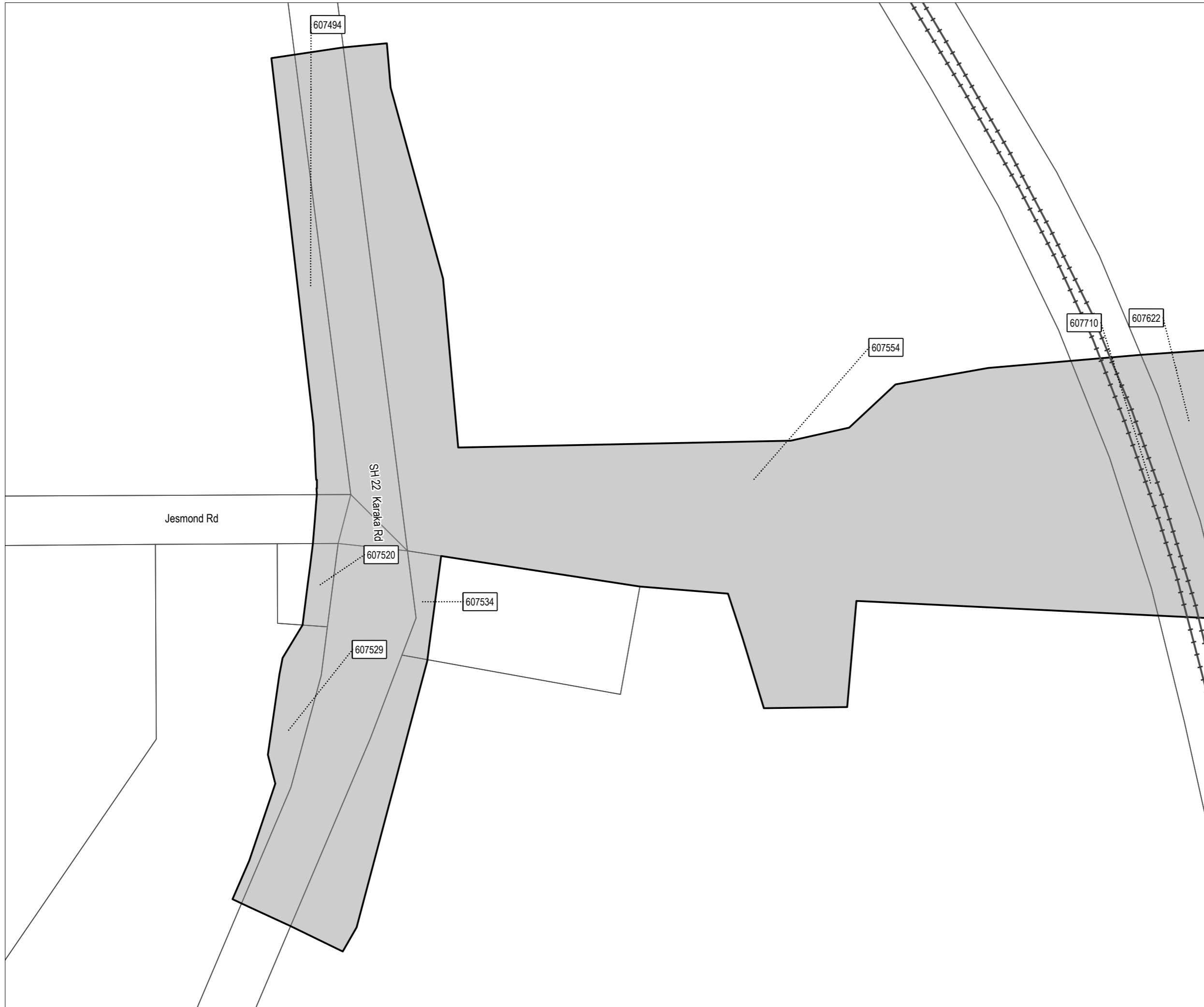
Dated: 10 October 2023

Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Properties

Attachment C – Proposed Conditions for the Designation



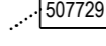

Attachment A – Designation Plans

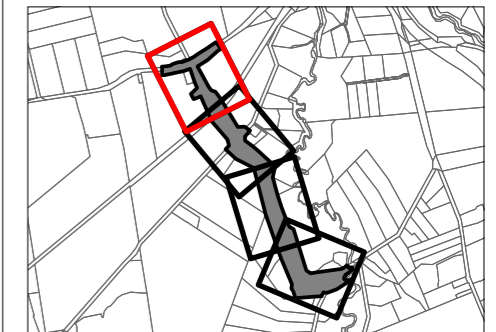


Designation Plan

Land to be Designated
Drury West Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID
-  Railway Line

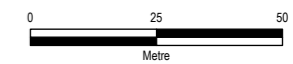


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Revision	Author	Verified	Approved	Date
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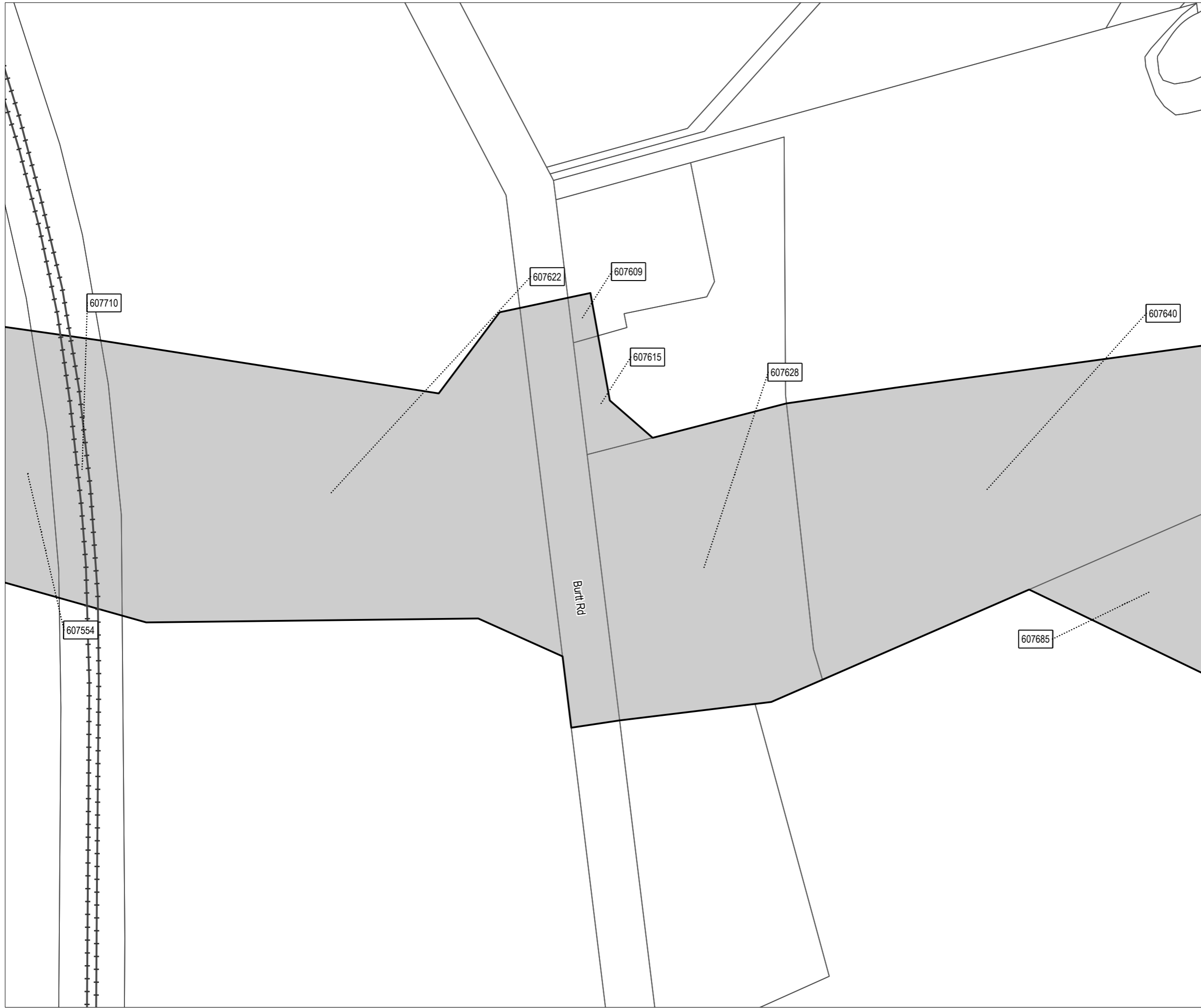


Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Pukekohe Projects



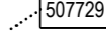

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Sheet No : 1 of 4

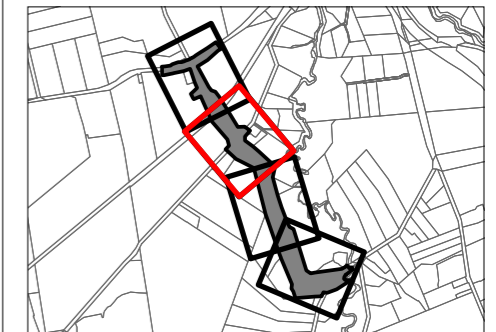


Designation Plan

Land to be Designated
Drury West Arterial

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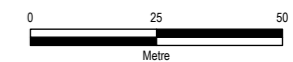


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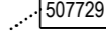

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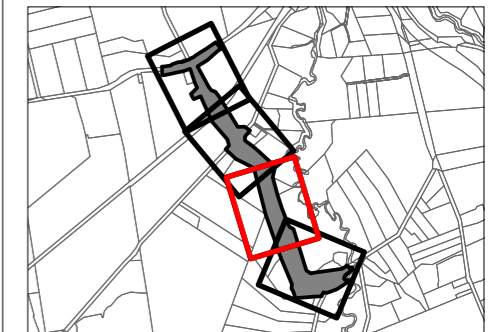


Designation Plan

Land to be Designated
Drury West Arterial

Legend

-  Proposed Designation
-  Parcel Boundary
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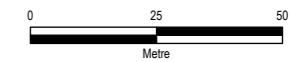


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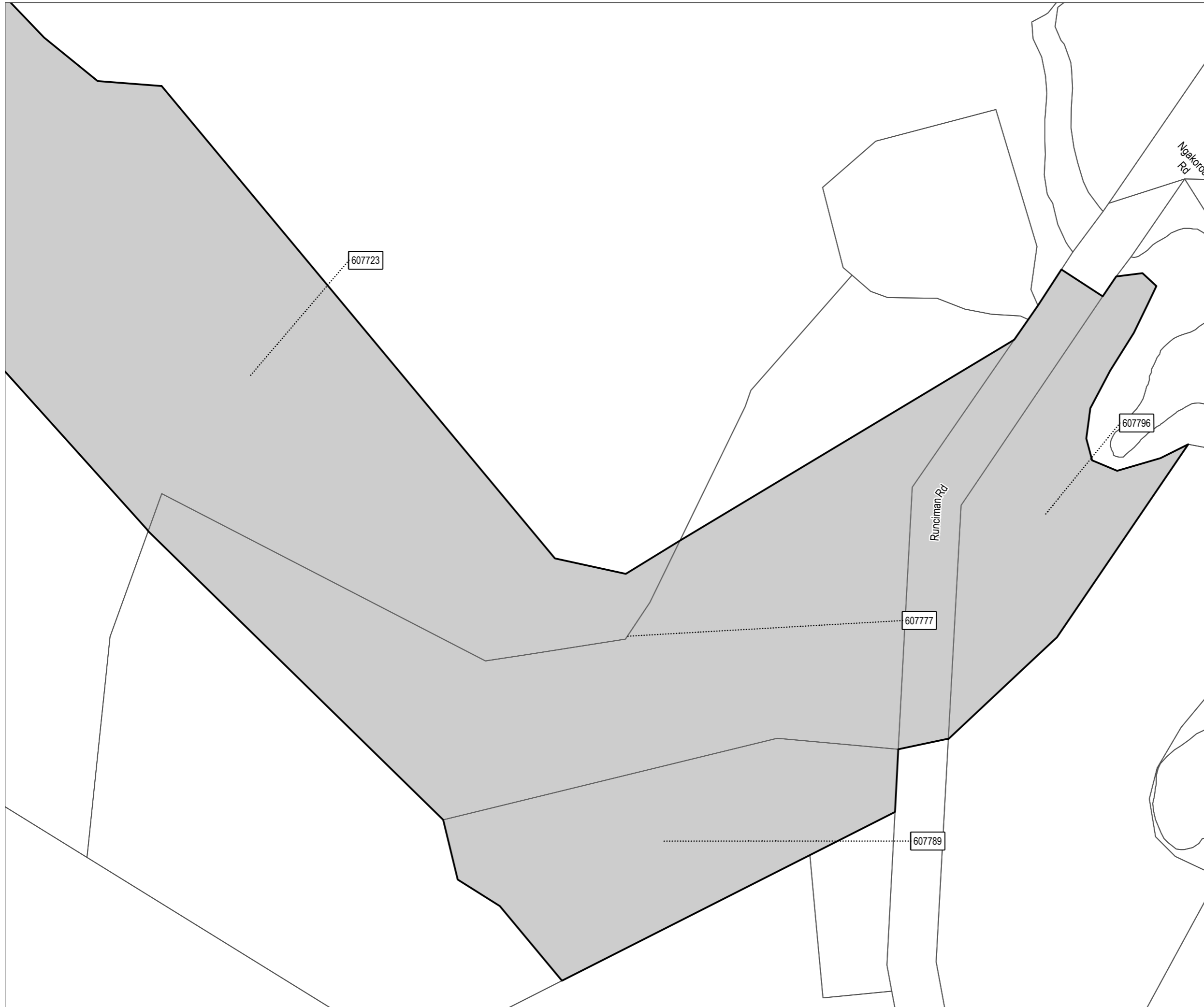
Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-001**
Sheet No : 3 of 4





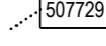

New Zealand Government

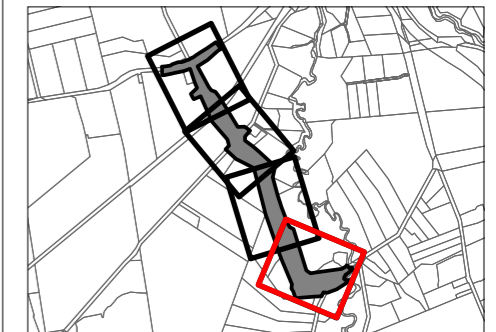


Designation Plan

Land to be Designated
Drury West Arterial

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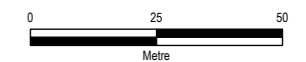


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Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-001**
Sheet No : 4 of 4



New Zealand Government

Attachment B – Schedule of Directly Affected Properties

Property ID	Title Number	Legal Description	Address	Approx. land to be designated (m ²)	Sheet No.
607554	NA117B/536	Lot 6 DP 187179	110 Karaka Road	29033	1
607685	NA103D/610	Lot 2 DP 170306	576 Burt Road	16672	2
607534	NA117B/535	Lot 5 DP 187179	160 Karaka Road	419	1
607640	NA51B/767	Part Lot 13 DP 20373	600 Burt Road	16964	2
607723	528315	Lot 1 DP 183439	801 Runciman Road	47643	3
607609	NA88B/690	Lot 2 DP 148675	598 Burt Road	183	2
607615	NA88B/689	Lot 1 DP 148675	588 Burt Road	689	2
607777	528315	Lot 2 DP 200092	801 Runciman Road	22917	4
607628	NA61C/297	Lot 2 DP 109253	584 Burt Road	9585	2
607622	NA87C/819	Lot 1 DP 147116	647 Burt Road	18852	1
607520	NA61D/983	Allot 425 PSH OF Opaheke	16 Jesmond Road	351	1
607529	NA61D/983	Part Lot 1 DP 82833	16 Jesmond Road	1165	1
607789	NA126B/876	Lot 1 DP 200092	791 Runciman Road	10003	4
607494	NA426/8	Lot 1 DP 12364	41 Jesmond Road	1986	1
607796	NA19B/1067	Part Allot 41 PSH OF Opaheke	792 Runciman Road	7396	4
607710	<Null>	<Null>	<Null>	3039	1

Attachment C – Proposed Conditions for the Designation

Pukekohe Transport Network – Proposed Conditions for Auckland Transport NoRs

- NoR 1 – Drury West Arterial**
NoR 3 – Paerata Connections
NoR 4 – Pukekohe North East Arterial
NoR 5 – Pukekohe South East Arterial
NoR 6 – Pukekohe South West Upgrade
NoR 7 – Pukekohe North West Arterial

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.
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 of material changes to management plans and CNVMP Schedules	<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"> (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; or (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 24 .
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> (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)
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 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 are considered to be 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"> • Ngaati Te Ata Waiohua • Ngāti Tamaoho • Te Ākitai Waiohua • Ngāti Whanaunga Note: other iwi and hapu not identified above may have an interest in the Project and should be consulted.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
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.

Acronym/Term	Definition
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

NoR(s)	No.	Condition
General Conditions		
All	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.
All	2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
All	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.
All	4.	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</p>
All	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>
Pre-construction Conditions		

NoR(s)	No.	Condition
1, 3, 7	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) Ecological Management Plan; and (vi) Network Utilities Management Plan.
4	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; (vi) Ecological Management Plan; and (vii) Network Utilities Management Plan.
5	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) Ecological Management Plan; (vi) Tree Management Plan; and (vii) Network Utilities Management Plan.
6	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; and (v) Historic Heritage Management Plan (vi) Network Utilities Management Plan.
All	7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p>

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) 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; and (vi) once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) 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; and (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>
All	8.	<p>Stakeholder and Communication and Engagement Management Plan (SCEMP)</p> <ul style="list-style-type: none"> (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to any Outline Plan being submitted. (b) 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 prior to and throughout the Construction Works. To achieve the objective of the SCEMP: <ul style="list-style-type: none"> (i) At least 18 months prior to any Outline Plan being submitted, the Requiring Authority shall identify: <ul style="list-style-type: none"> A. The properties whose owners will be engaged with; B. A list of key stakeholders, community groups, organisations and business who will be engaged with; C. Methods and timing to engage with landowners and occupiers whose access is directly affected. (ii) The SCEMP shall include: <ul style="list-style-type: none"> A. Detailed of (b)(i)A to C; B. 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); C. 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; D. Methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; E. 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 (b)(i)A and B above; and F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.

NoR(s)	No.	Condition
		(c) 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.
1, 3, 5, 7	9.	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project;</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and the Cultural Monitoring Plan referred to in Conditions 11 and 16; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 9(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>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, Historic Heritage Management Plan and the Cultural Monitoring Plan referred to in Conditions 11, 16 and 22; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana</p>

NoR(s)	No.	Condition
		<p>Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 9(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.
All	10.	<p>Land use Integration Process (LIP)</p> <p>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</p> <ul style="list-style-type: none"> (a) Within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(a)(iii). (b) The nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (c) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: <ul style="list-style-type: none"> (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (d) Information requested or provided under Condition 9(c) above may include but not be limited to the following matters: <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; and D. integration of stormwater infrastructure. (ii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iii) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. (e) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: <ul style="list-style-type: none"> (i) a list of all Developers and Development Agencies who have indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the requiring authority has declined the requests; and (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.

NoR(s)	No.	Condition
		(g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
1, 3, 4, 6, 7	11.	<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) 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) 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 the Cultural Advisory Report in Condition 9 may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Condition 8(b)(i)B shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</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 Ngāhere (Forest) Strategy or any subsequent updated version. <p>(f) 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>(g) 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 and existing roads (including slip lanes), 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 (Condition 2); and

NoR(s)	No.	Condition
		<p>I. Re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. Identification of existing trees and vegetation that will be retained and any planting requirements under the Ecological Management Plan (Condition 24). Where practicable, mature trees and native vegetation should be retained;</p> <p>B. Street trees, shrubs and ground cover suitable for the location;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. Integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>F. Re-instatement planting of construction and site compound areas as appropriate.</p> <p>(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</p> <p>(iii) Detailed specifications relating to the following:</p> <p>A. Weed control and clearance;</p> <p>B. Pest animal management (to support plant establishment);</p> <p>C. Ground preparation (top soiling and decompaction);</p> <p>D. Mulching; and</p> <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>
5	11.	<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) 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) 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 the Cultural Advisory Report in Condition 9 may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Condition 8(b)(i)B shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</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>(f) 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,</p>

NoR(s)	No.	Condition
		<p>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> <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>(g) 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> <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 and existing roads (including slip lanes), 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 (Condition 22); and I. Re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <ul style="list-style-type: none"> A. Identification of existing trees and vegetation that will be retained and any planting requirements under the Ecological Management Plan (Condition 24) and Tree Management Plan (Condition 25). Where practicable, mature trees and native vegetation should be retained; B. Street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. planting of stormwater wetlands; E. Integration of any planting requirements required by conditions of any resource consents for the project; and F. Re-instatement planting of construction and site compound areas as appropriate. <p>(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</p> <p>(iii) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. Weed control and clearance; B. Pest animal management (to support plant establishment); C. Ground preparation (top soiling and decompaction); D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

NoR(s)	No.	Condition
		<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>
Specific Outline Plan Requirements		
All		<p>Flood Hazard</p> <p>For the purpose of Condition 12:</p> <ul style="list-style-type: none"> (a) ARI – means Average Recurrence Interval (b) AEP – means Annual Exceedance Probability (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised 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. (d) Flood prone area – means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path. (e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes. (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways). (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
All	12.	<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 in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm; (iii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding; (iv) no more than 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling; (vi) no new flood prone areas; and (vii) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. (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.

NoR(s)	No.	Condition
All	13.	<p>Existing property access</p> <p>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.</p>
Construction Conditions		
All	14.	<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, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
All	15.	<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>
All	16.	<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. The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural</p>

NoR(s)	No.	Condition
		<p>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>(b) Please 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: <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>
All	17.	<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. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (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); (ix) auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version; (x) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and

NoR(s)	No.	Condition																																																										
		(xi) details of any measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.																																																										
All	18.	<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 18.1: Construction noise standards</p> <table border="1"> <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 18.1 is not practicable, the methodology in Condition 21 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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All	19.	<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 19.1 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> </tbody> </table>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																																											
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NoR(s)	No.	Condition			
		<table border="1"> <tr> <td>All other buildings</td> <td>At all other times</td> <td>Tables 1 and 3 of DIN4150-3:1999</td> </tr> </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 19.1 is not practicable, the methodology in Condition 21 shall apply</p>	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999			
All	20.	<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 18 and 19 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) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 18] and/or vibration standards [Condition 19 Category B] will not be practicable; (xi) Identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) Procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration. (xiii) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented. (xiv) Requirements for review and update of the CNVMP. 			
All	21.	<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>			

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 18, 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 19. <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) For works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) 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 (vii) 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>
4, 6	22.	<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;

NoR(s)	No.	Condition
		<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 9 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> <p>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</p> <p>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</p> <p>C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected 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 16.</p> <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:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</i></p>
1, 3, 4, 5, 7	23.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:</p> <p>(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in <i>Schedule [2]¹: Identified Biodiversity Areas</i> are still present;</p> <p>(ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.</p> <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition 23(a)(i) and that effects are likely in accordance with Condition 23(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 24 for these areas (Confirmed Biodiversity Areas).</p>
1, 4, 5, 7	24.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 23) 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 (identified in <i>Schedule [2]²: Identified Biodiversity Areas</i>)</p>

¹ Schedule 2 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 5 Pukekohe South East Arterial, NoR 7 Pukekohe North West Arterial

² Schedule 2 for NoR 1 Drury West Arterial, NoR 4 Pukekohe North East Arterial, NoR 5 Pukekohe South East Arterial, NoR 7 Pukekohe North West Arterial

NoR(s)	No.	Condition
		<p>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 23(b) for the presence of long tail bats:</p> <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. <p>(ii) If an EMP is required in accordance with the Condition 23(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area (identified in <i>Schedule [2]³: Identified Biodiversity Areas</i>) during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. <p>(iii) If an EMP is required in accordance with Condition 23(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 (identified in <i>Schedule [2]⁴: Identified Biodiversity Areas</i>) 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"> ii. a 20m 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; iii. 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; iv. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;

³ Schedule 2 for NoR 1 Drury West Arterial, NoR 4 Pukekohe North East Arterial, NoR 5 Pukekohe South East Arterial, NoR 7 Pukekohe North West Arterial

⁴ Schedule 2 for NoR 1 Drury West Arterial, NoR 4 Pukekohe North East Arterial, NoR 5 Pukekohe South East Arterial, NoR 7 Pukekohe North West Arterial

NoR(s)	No.	Condition
		v. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and vi. minimising light spill from construction areas into wetlands. 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> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
3	24.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 23) 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 (identified in <i>Schedule [2]⁵: Identified Biodiversity Areas</i>) as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include: (i) If an EMP is required in accordance with Condition 23 (b) for the presence of long tail bats: A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. 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> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
5	25.	Tree Management Plan (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 <i>Schedule [3]⁶: Trees to be included in the Tree Management Plan</i> . (b) The Tree Management Plan shall: (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: A. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 11);

⁵ Schedule 2 for NoR 3 Paerata Connections

⁶ Schedule 3 for NoR 5 Pukekohe South East Arterial

NoR(s)	No.	Condition
		<p>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</p>
All	26.	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(ii) protect and where necessary, relocate existing network utilities;</p> <p>(iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and</p> <p>(iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Operational Conditions		
All	27.	<p>Low Noise Road Surface</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>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</p> <p>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</p> <p>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</p> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 29(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
All		<p>Traffic Noise</p> <p>(a) For the purposes of Conditions 28 to 39:</p> <p>(b) Building-Modification Mitigation – has the same meaning as in NZS 6806;</p> <p>(c) Design year has the same meaning as in NZS 6806;</p>

NoR(s)	No.	Condition
		<p>(d) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</p> <p>(e) Habitable Space – has the same meaning as in NZS 6806;</p> <p>(f) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule [3]⁷: Identified PPFs Noise Criteria Categories</i>;</p> <p>(g) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(h) 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>(i) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule [3]⁸: Identified PPFs Noise Criteria Categories</i>;</p> <p>(k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 27; and</p> <p>(l) Structural Mitigation – has the same meaning as in NZS 6806.</p>
All	28.	<p>The Noise Criteria Categories identified in <i>Schedule [3]⁹: Identified 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>(a) The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <p>(b) The PPF no longer exists; or</p> <p>Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</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>
All	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 [3]¹⁰: Identified PPFs Noise Criteria Categories</i>.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 27 may be (or be part of) the Selected Mitigation Option(s).</p>
All	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 [3]¹¹: Identified PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
All	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>

⁷ Schedule 3 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 7 Pukekohe North West Arterial; Schedule 4 for NoR 5 Pukekohe South East Arterial

⁸ Schedule 3 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 7 Pukekohe North West Arterial; Schedule 4 for NoR 5 Pukekohe South East Arterial

⁹ Schedule 3 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 7 Pukekohe North West Arterial; Schedule 4 for NoR 5 Pukekohe South East Arterial

¹⁰ Schedule 3 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 7 Pukekohe North West Arterial; Schedule 4 for NoR 5 Pukekohe South East Arterial

¹¹ Schedule 3 for NoR 1 Drury West Arterial, NoR 3 Paerata Connections, NoR 4 Pukekohe North East Arterial, NoR 7 Pukekohe North West Arterial; Schedule 4 for NoR 5 Pukekohe South East Arterial

NoR(s)	No.	Condition
All	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.
All	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').
All	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.
All	35.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 34 above if: <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 months 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. 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.
All	36.	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: <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 (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.
All	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.
All	38.	Subject to Condition 35, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 37 if: The Requiring Authority has completed Building Modification Mitigation to the building; or <ul style="list-style-type: none"> (a) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (b) 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 (c) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

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

Drury West Arterial - Attachments

Schedule 1: General Accordance Plans and Information

Project Description

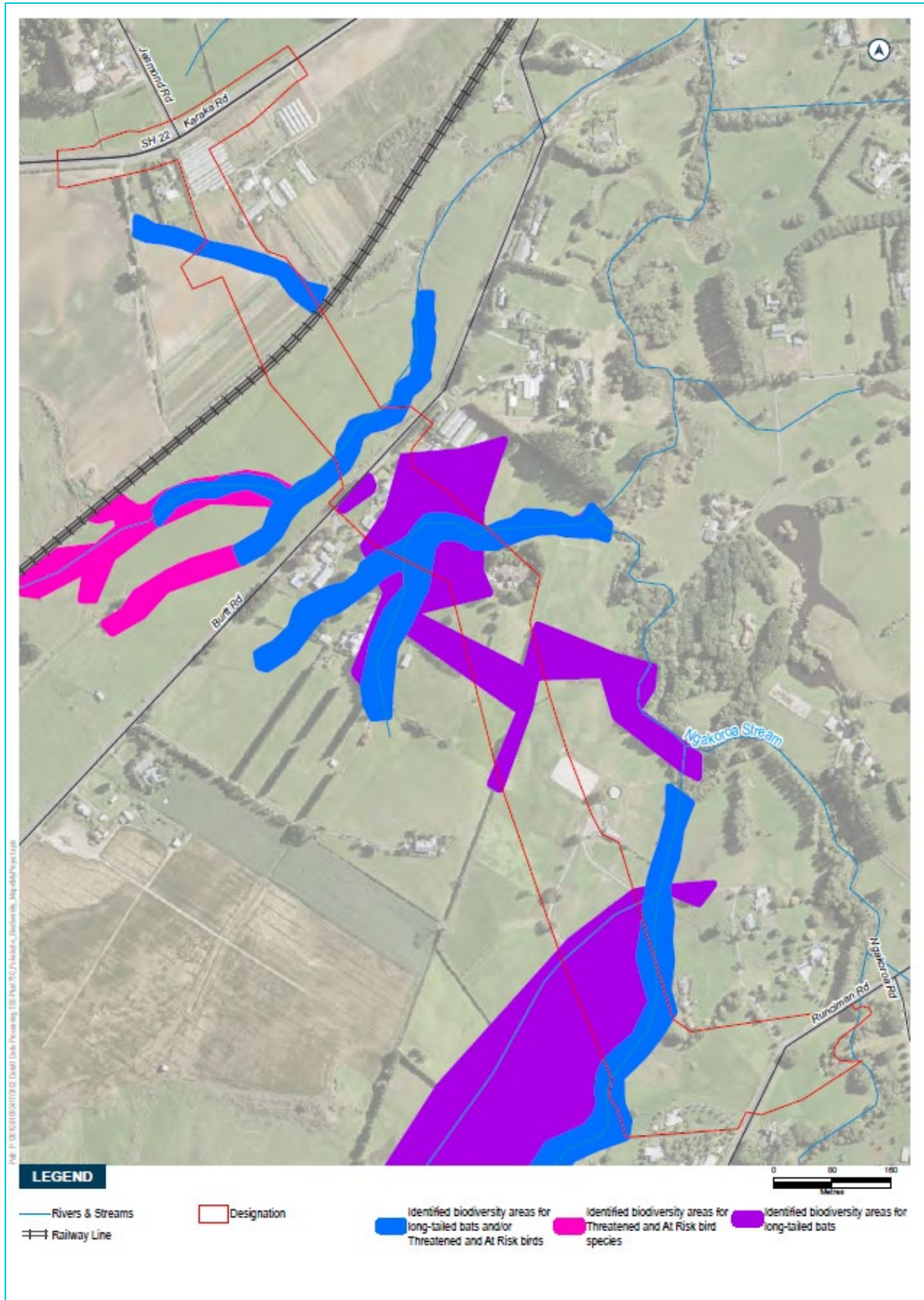
The proposed work is for the construction, operation and maintenance of a transport corridor between SH22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new transport corridor to provide for public transport, general traffic lanes, and active mode facilities;
- (b) Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities including construction areas, construction traffic management and the re-grading of driveways

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

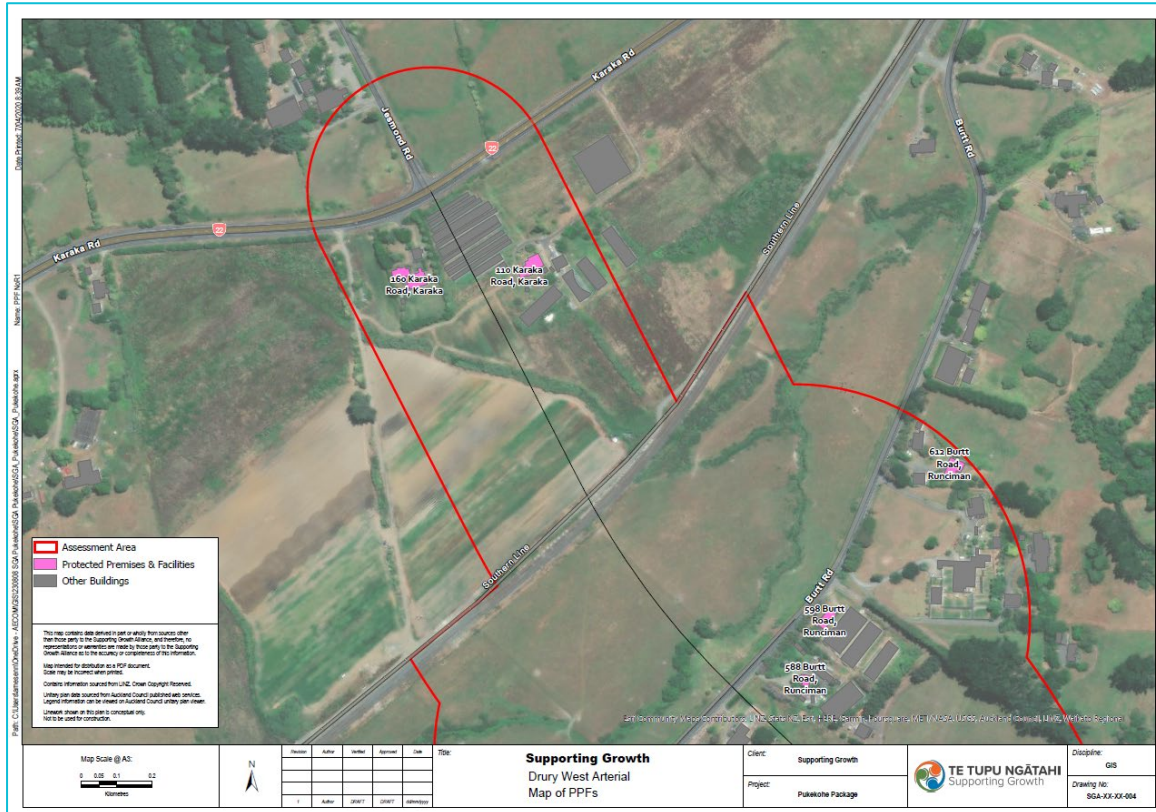


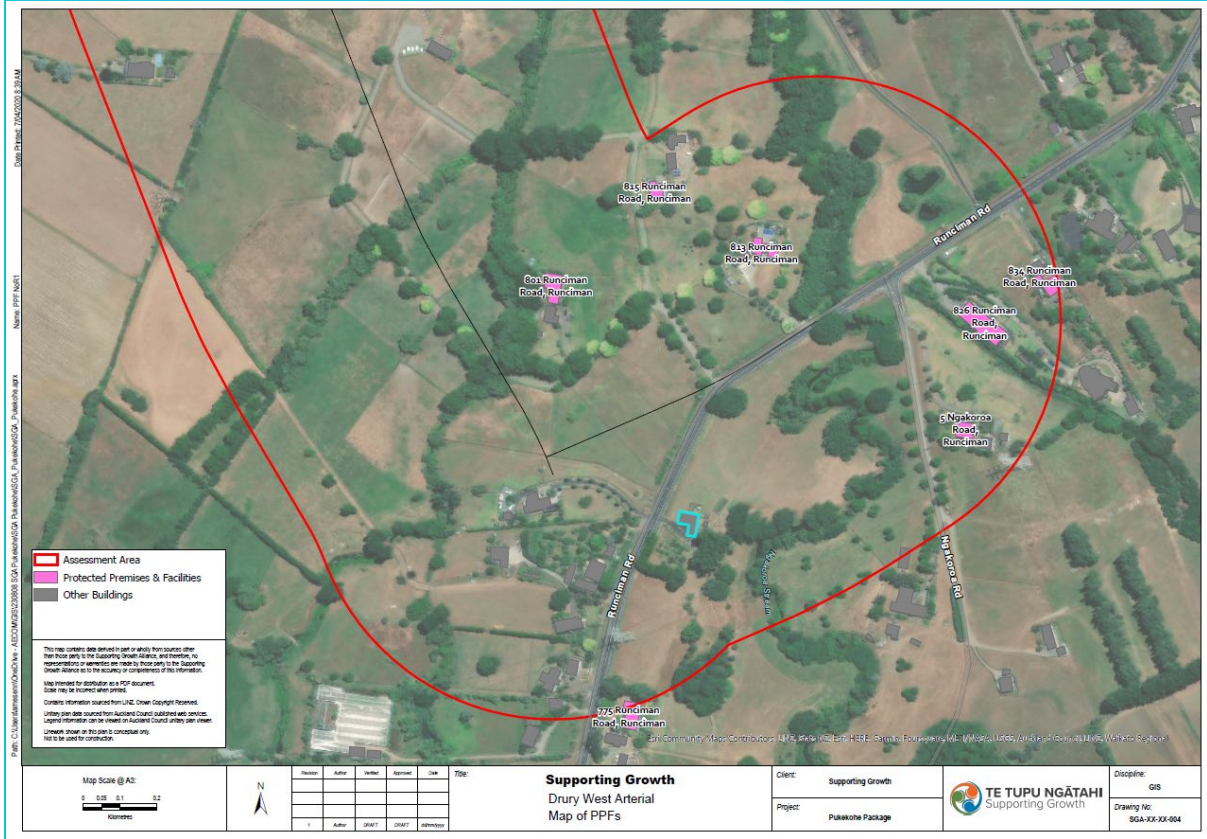
Schedule 3: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

PPF Address	Noise Criteria Category
598 Burt Road, Runciman	A
775 Runciman Road, Runciman	A
801 Runciman Road, Runciman	A
588 Burt Road, Runciman	A
813 Runciman Road, Runciman	A
815 Runciman Road, Runciman	A
110 Karaka Road, Karaka	A
160 Karaka Road, Karaka	A
612 Burt Road, Runciman	A
834 Runciman Road, Runciman	A
826 Runciman Road, Runciman	A
5 Ngakoroa Road, Runciman	A
576 Burt Road, Runciman	A

PPF Location Maps





Paerata Connections - Attachments

Schedule 1: General Accordance Plans and Information

Project Description

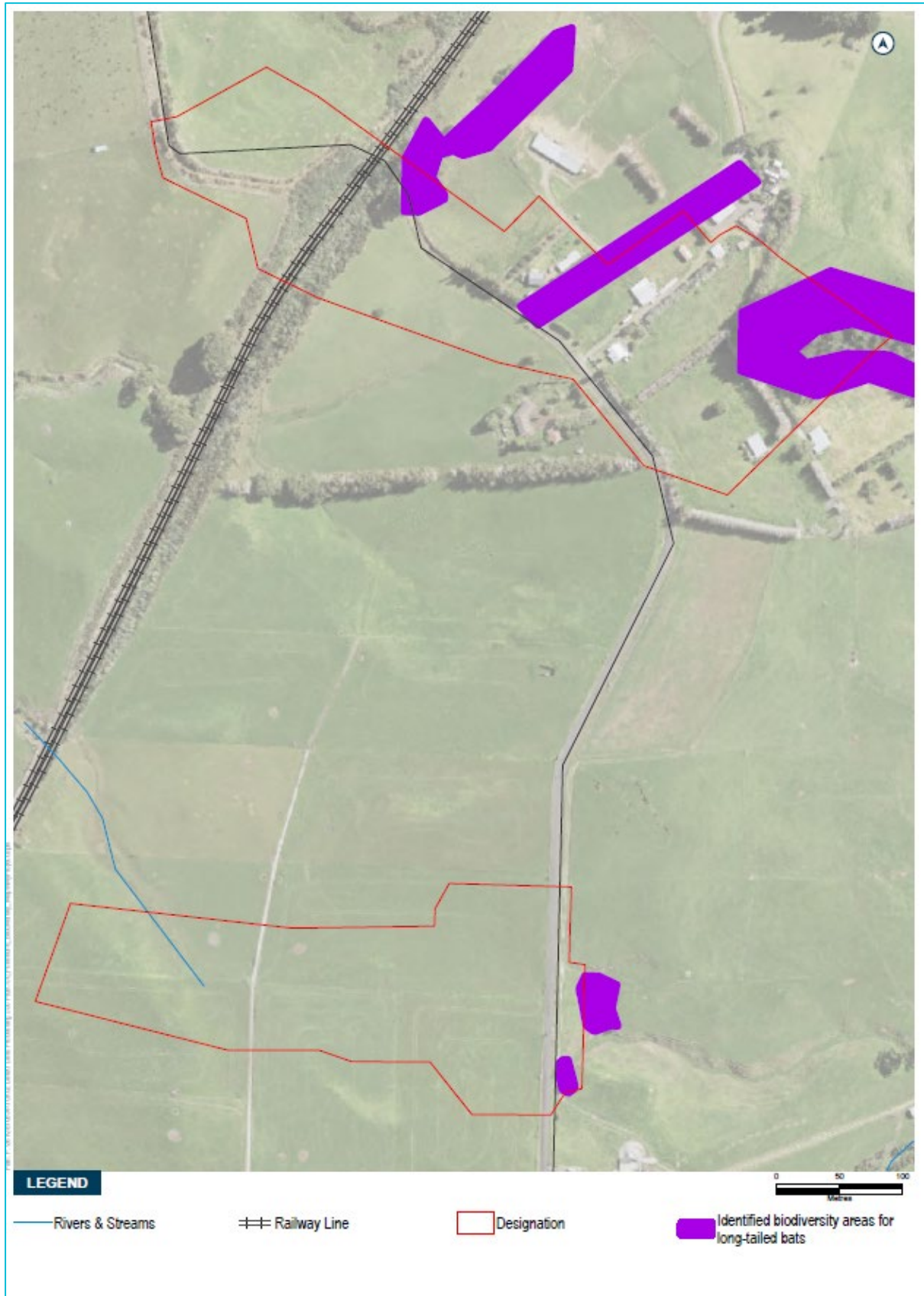
The proposed work is for the construction, operation and maintenance of two new transport connections including active transport facilities and associated infrastructure. One transport corridor is located between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and the second connection is between Paerata Rail Station and Sim Road, Paerata. The proposed work is shown in the following Concept Plan and includes:

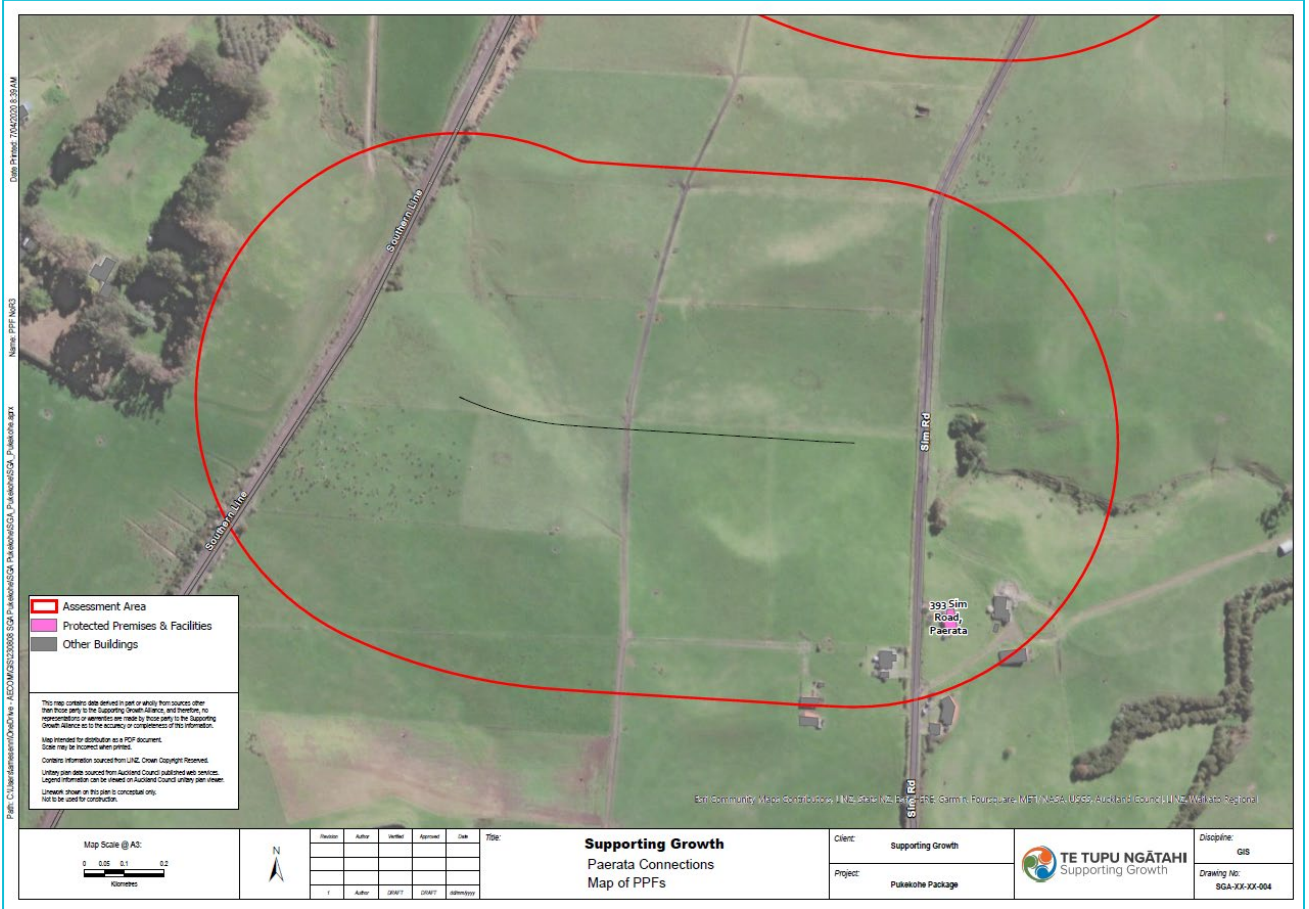
- (a) Construction of new transport corridors including active mode facilities;
- (b) Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities including, construction areas and the re-grading of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas





Pukekohe North East Arterial - Attachments

Schedule 1: General Accordance Plans and Information

Project Description

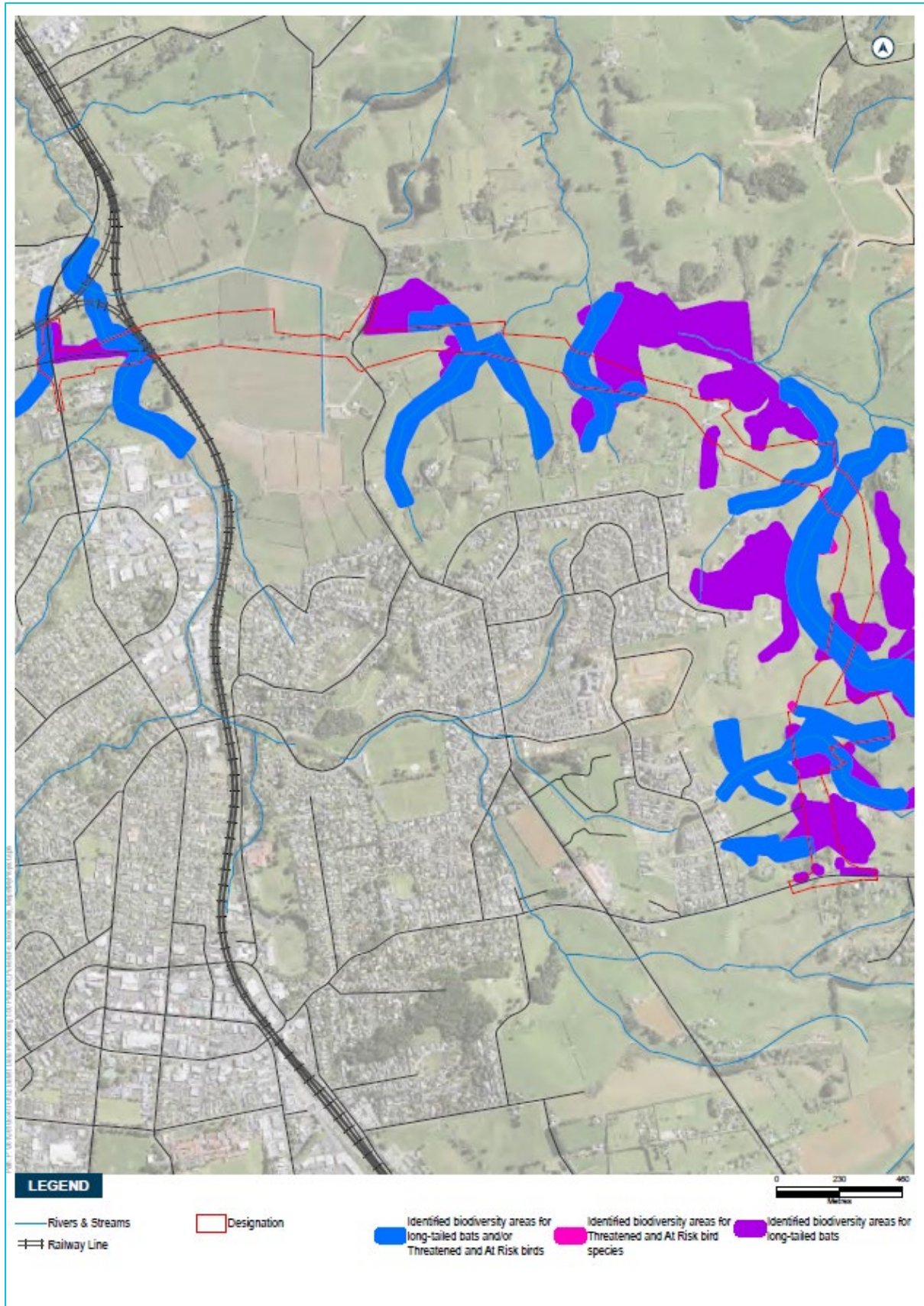
The proposed work is for the construction, operation and maintenance of a new transport corridor between State Highway 22 and Pukekohe East Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A transport corridor including active mode facilities;
- (b) Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities including construction areas and the re-grading of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas



Schedule 3: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

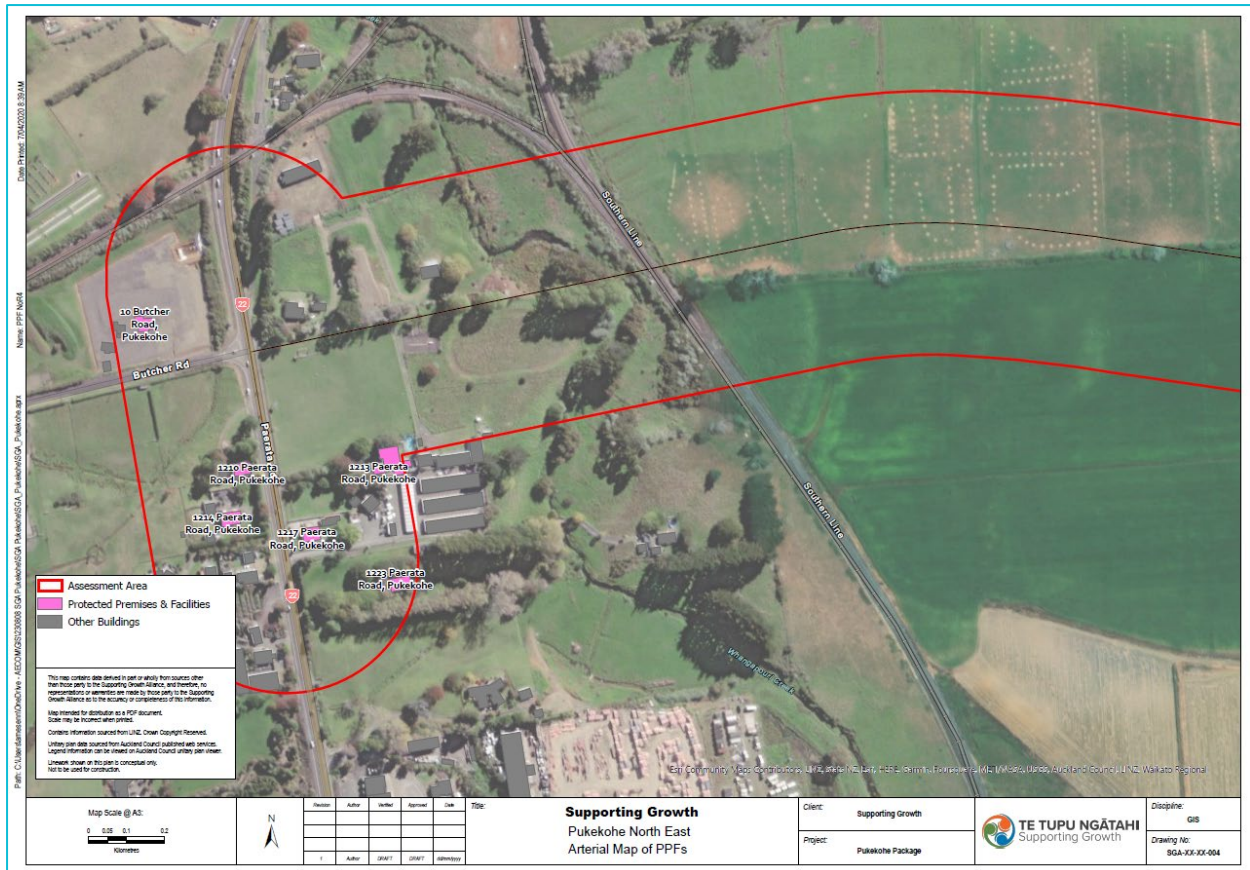
PPF Address	Noise Criteria Category
240 Cape Hill Road, Pukekohe	A
133 Pukekohe East Road, Pukekohe	A
248 Cape Hill Road, Pukekohe	A
230 Cape Hill Road, Pukekohe	A
107 Pukekohe East Road, Pukekohe	A
192 Cape Hill Road, Pukekohe	A
235A Cape Hill Road, Pukekohe	A
248A Cape Hill Road, Pukekohe	A
100 Pukekohe East Road, Pukekohe	A
112A Pukekohe East Road, Pukekohe	A
10 Butcher Road, Pukekohe	A
98B Pukekohe East Road, Pukekohe	A
98A Pukekohe East Road, Pukekohe	A
106 Pukekohe East Road, Pukekohe	A
10 Stockmans Lane, Pukekohe	A
129 Pukekohe East Road, Pukekohe	A
1213 Paerata Road, Pukekohe	A
1210 Paerata Road, Pukekohe	A
1214 Paerata Road, Pukekohe	A
1217 Paerata Road, Pukekohe	A
1223 Paerata Road, Pukekohe	A

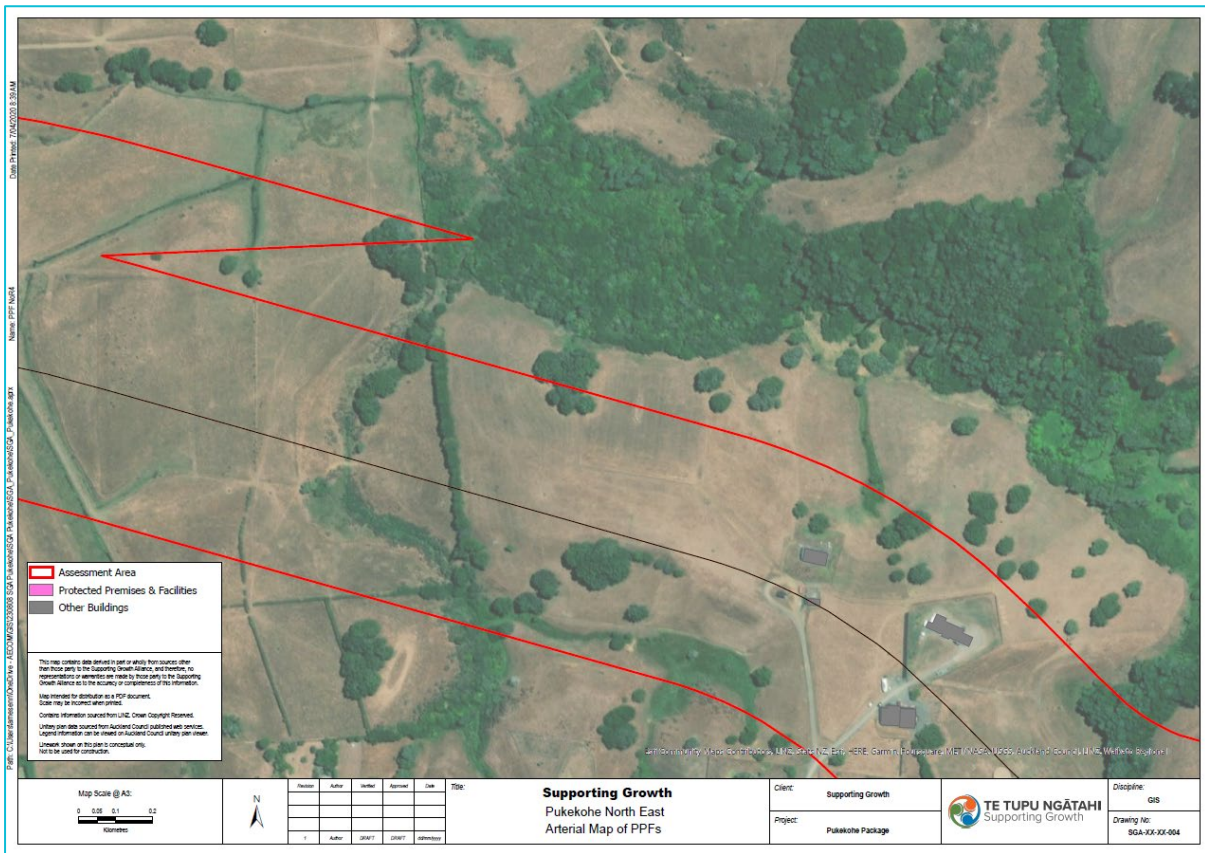
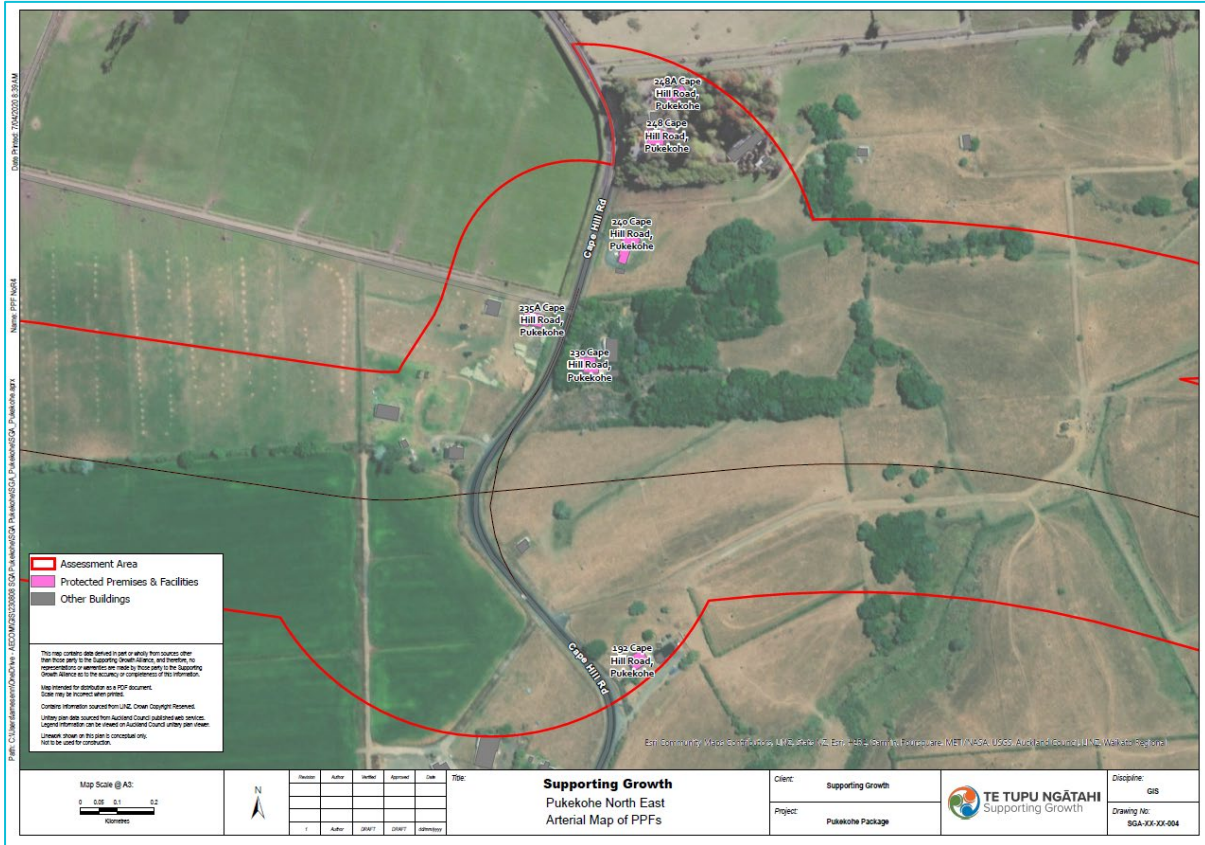
PPFs assessed against the New Road criteria

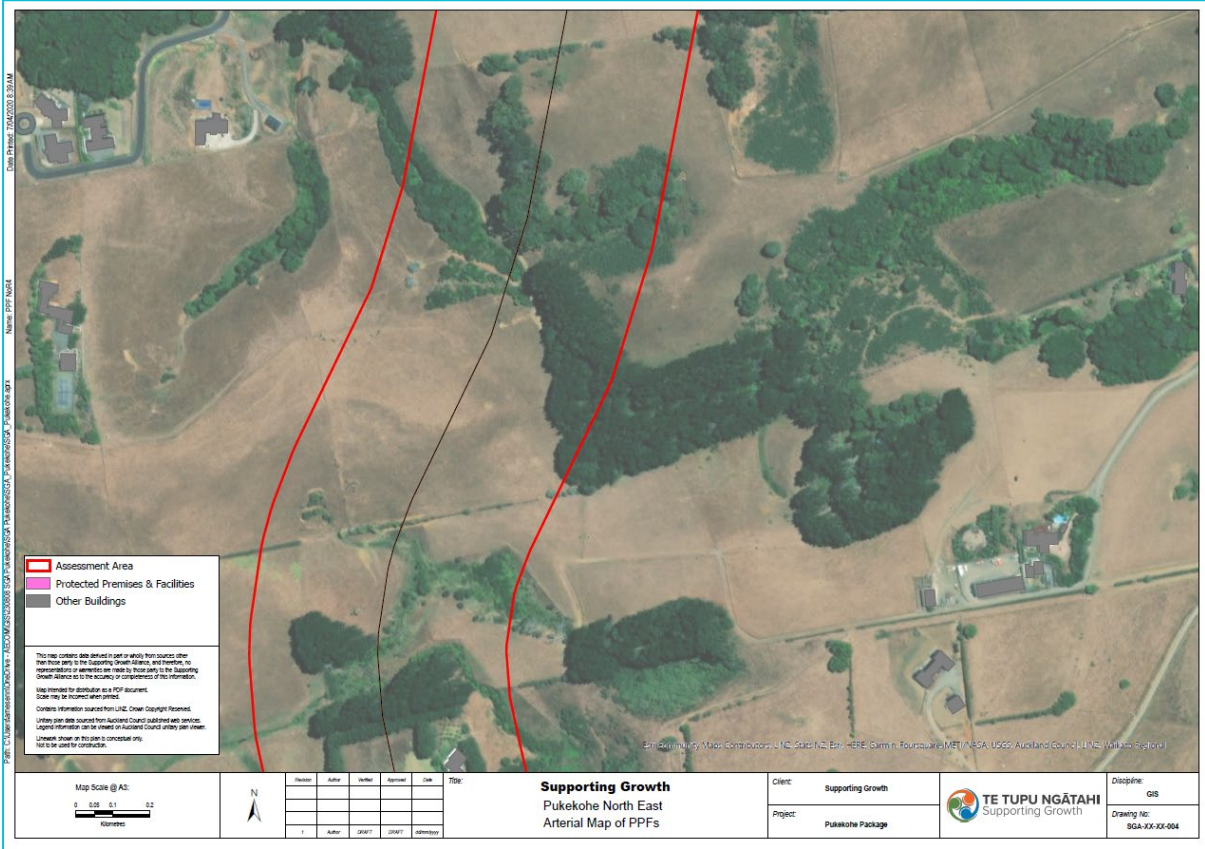
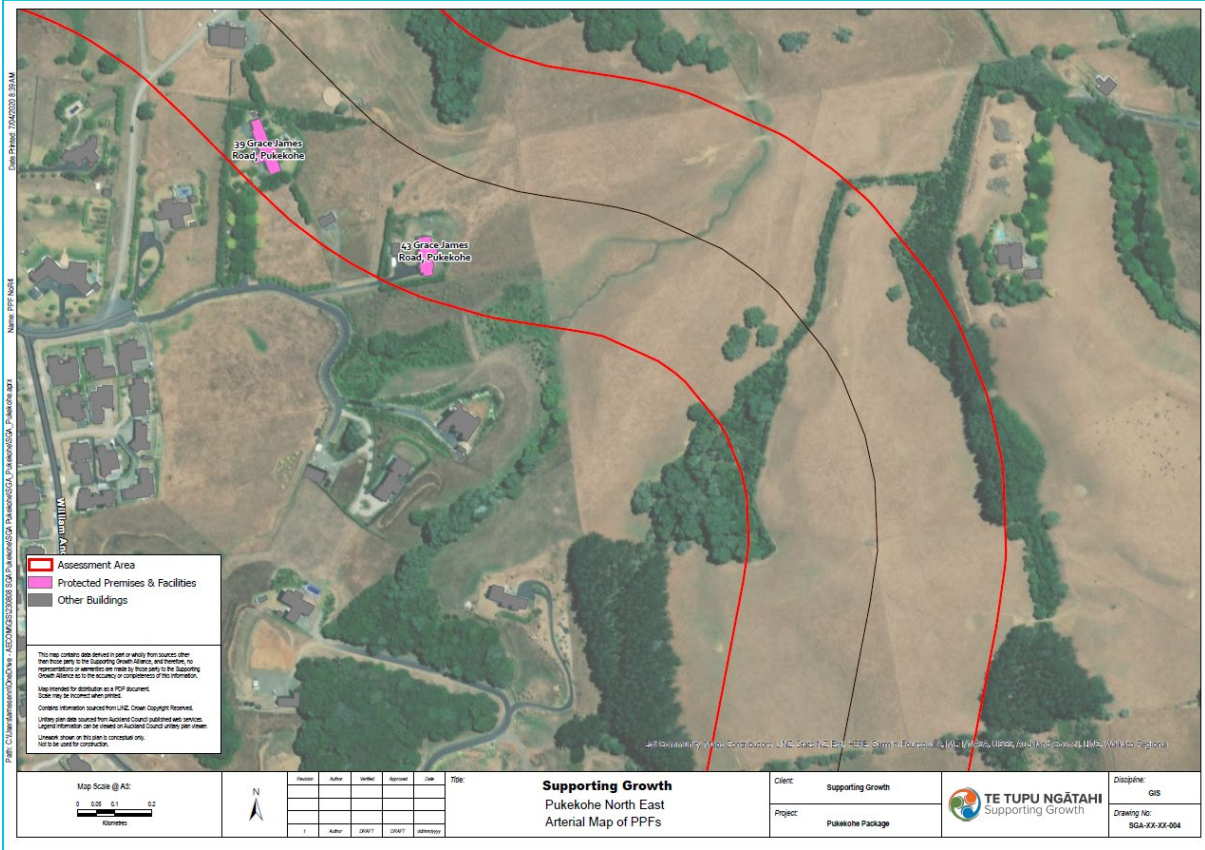
PPF Address	Category
39 Grace James Road, Pukekohe	A

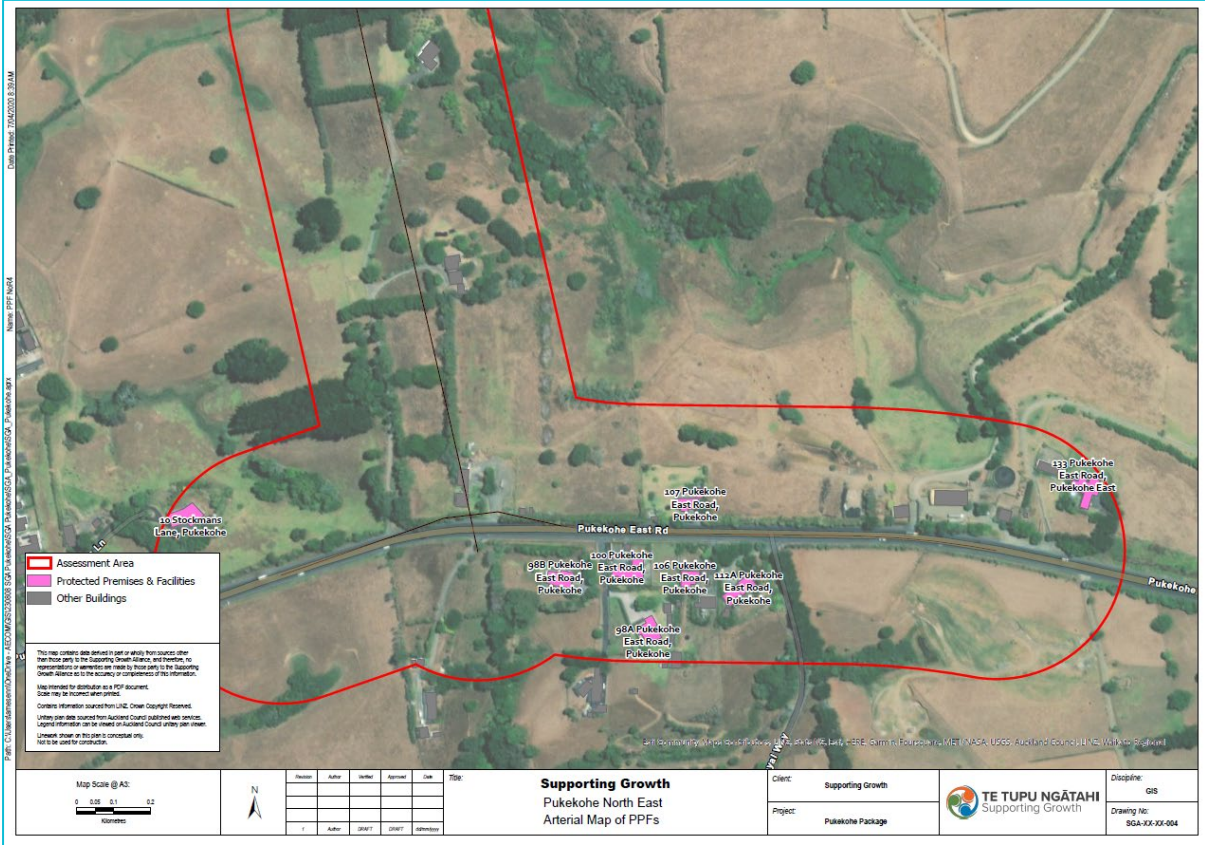
PPF Address	Category
43 Grace James Road, Pukekohe	A

PPF Location Maps

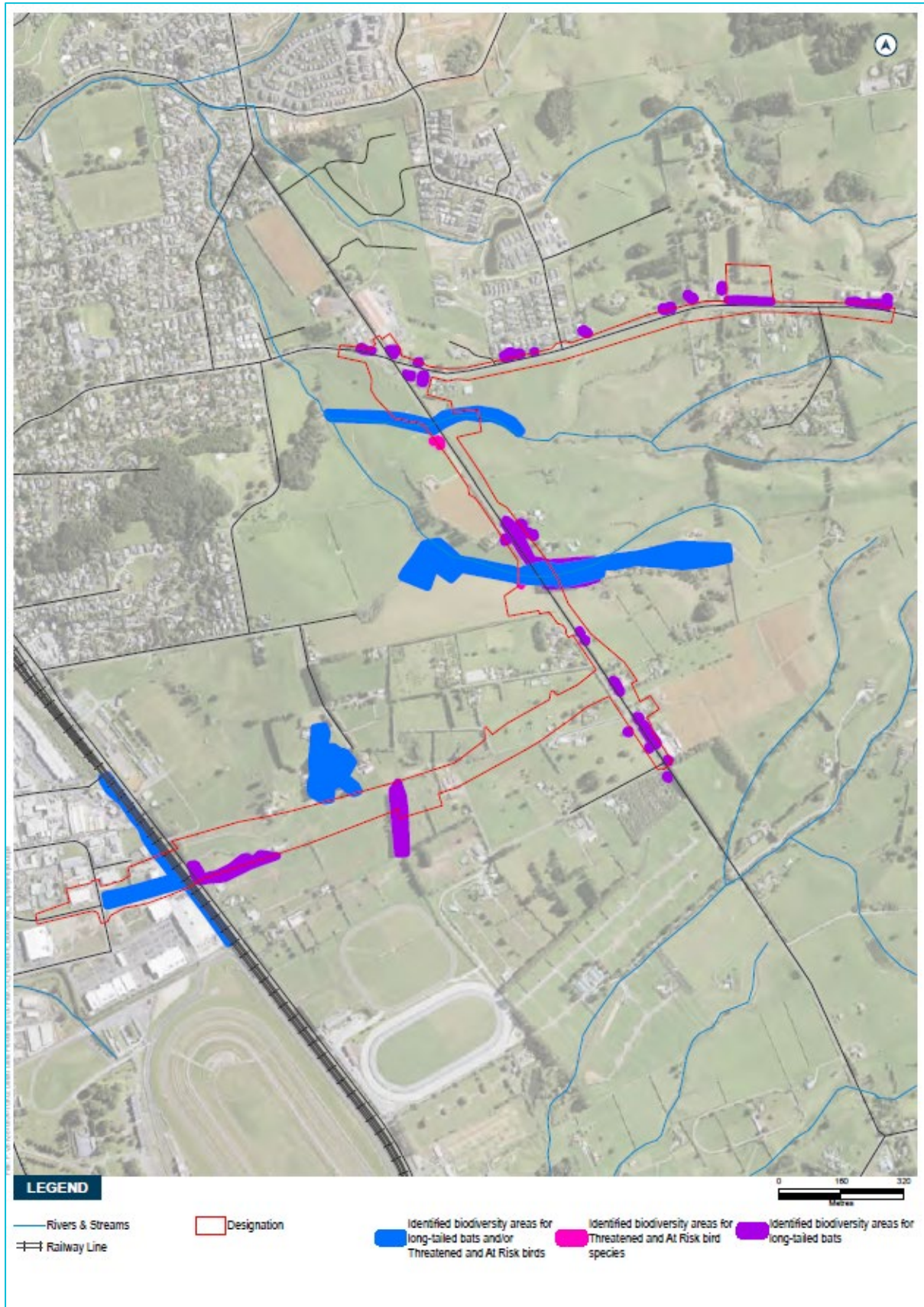








Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

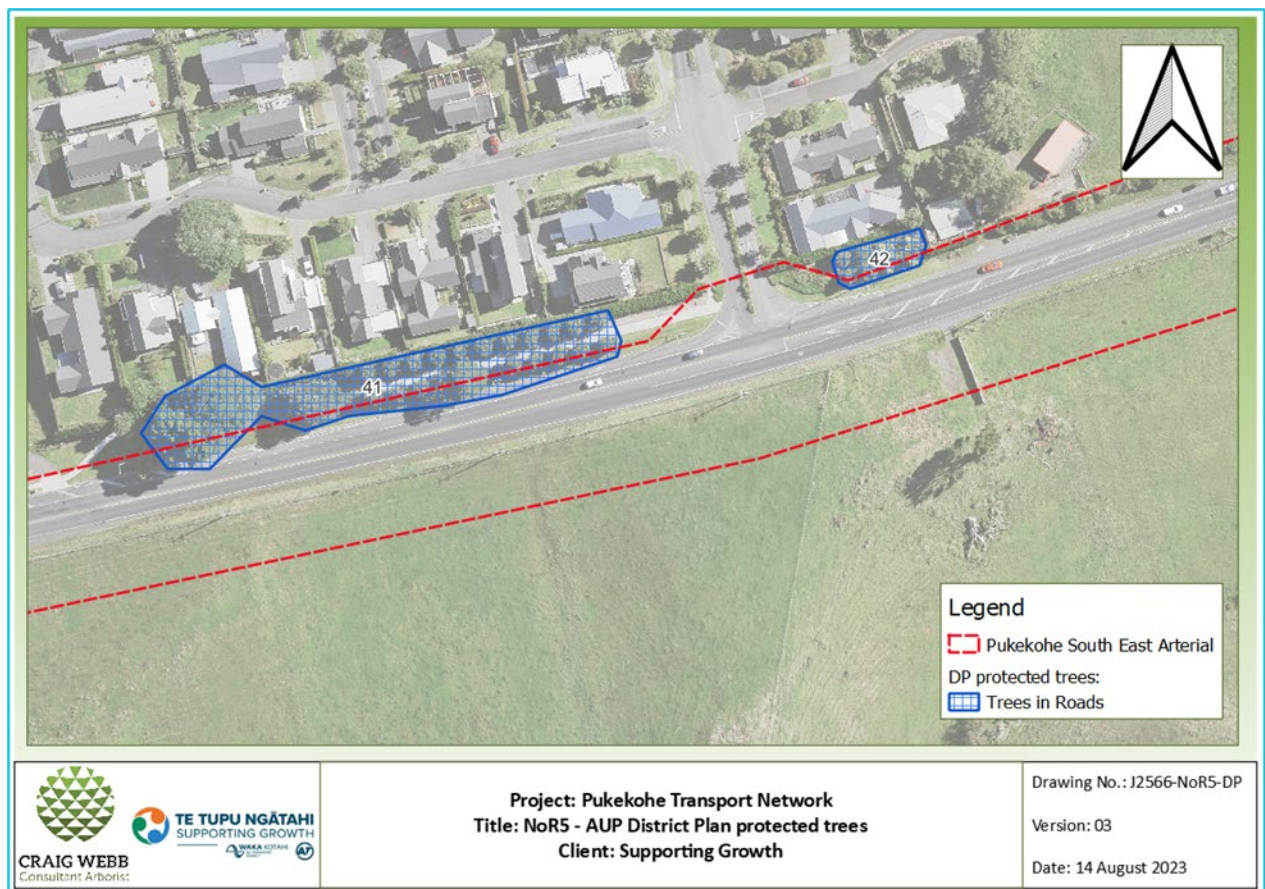


Schedule 3: Trees to be Included in the Tree Management Plan

Tree schedule

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
41	pohutukawa, puriri	24 trees in group between road and residential properties	Metrosideros excelsa, Vitex lucens	From Ambedkar Way to 3 Ridge View Crescent on Pukekohe East Road (northern side)	Trees in Roads
42	pohutukawa, totara	8 trees in group between road and residential properties	Metrosideros excelsa, Podocarpus totara,	4 Stockmans Lane on Pukekohe East Road (northern side)	Trees in Roads

Tree Location Plan – Pukekohe South East Arterial



Schedule 4: Identified PPFs Noise Criteria Categories

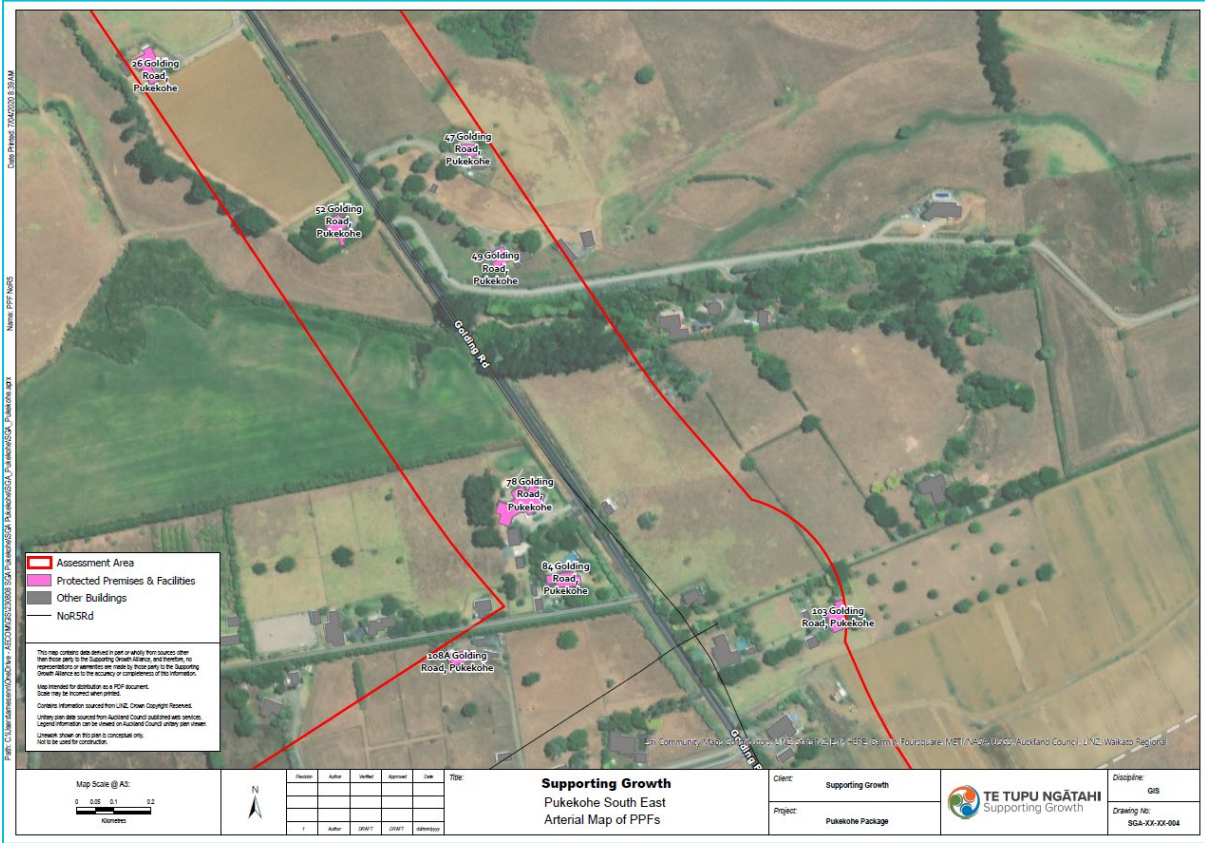
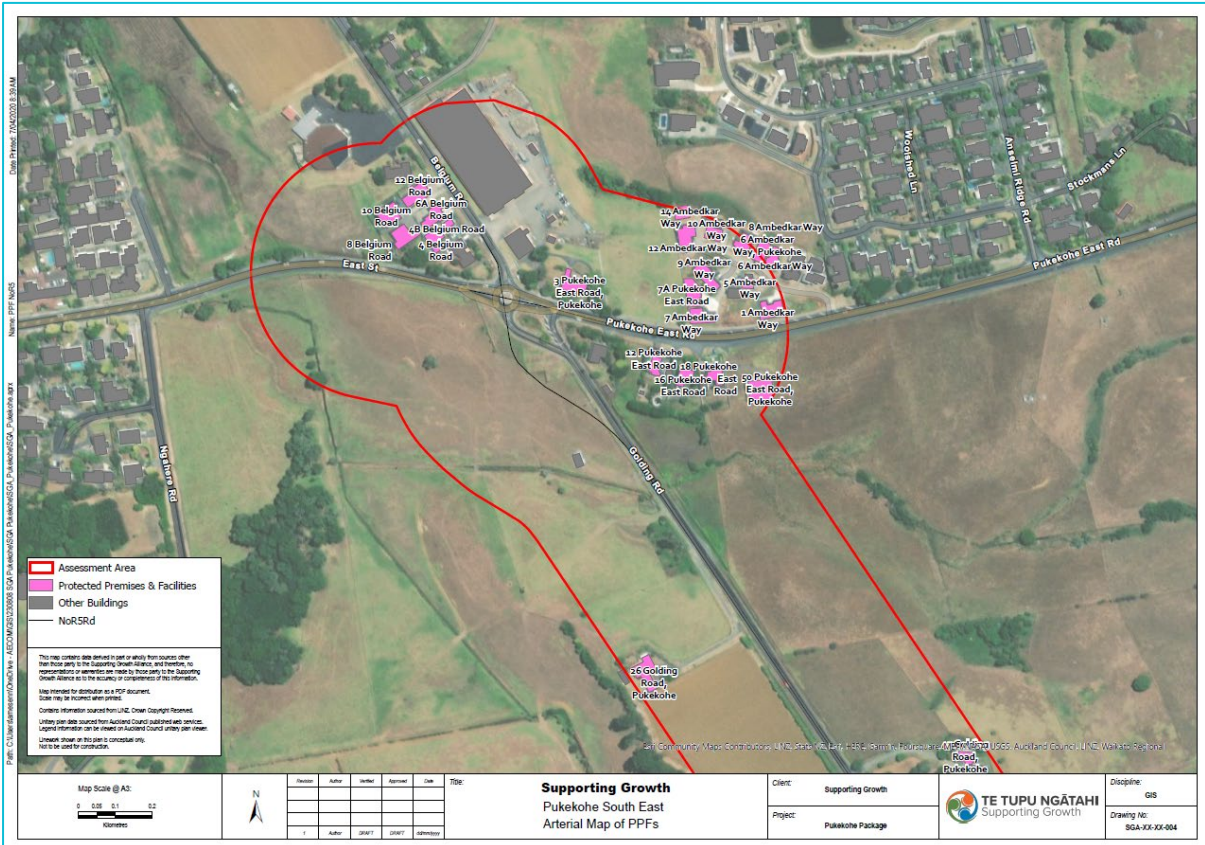
PPFs assessed against the Altered Road criteria

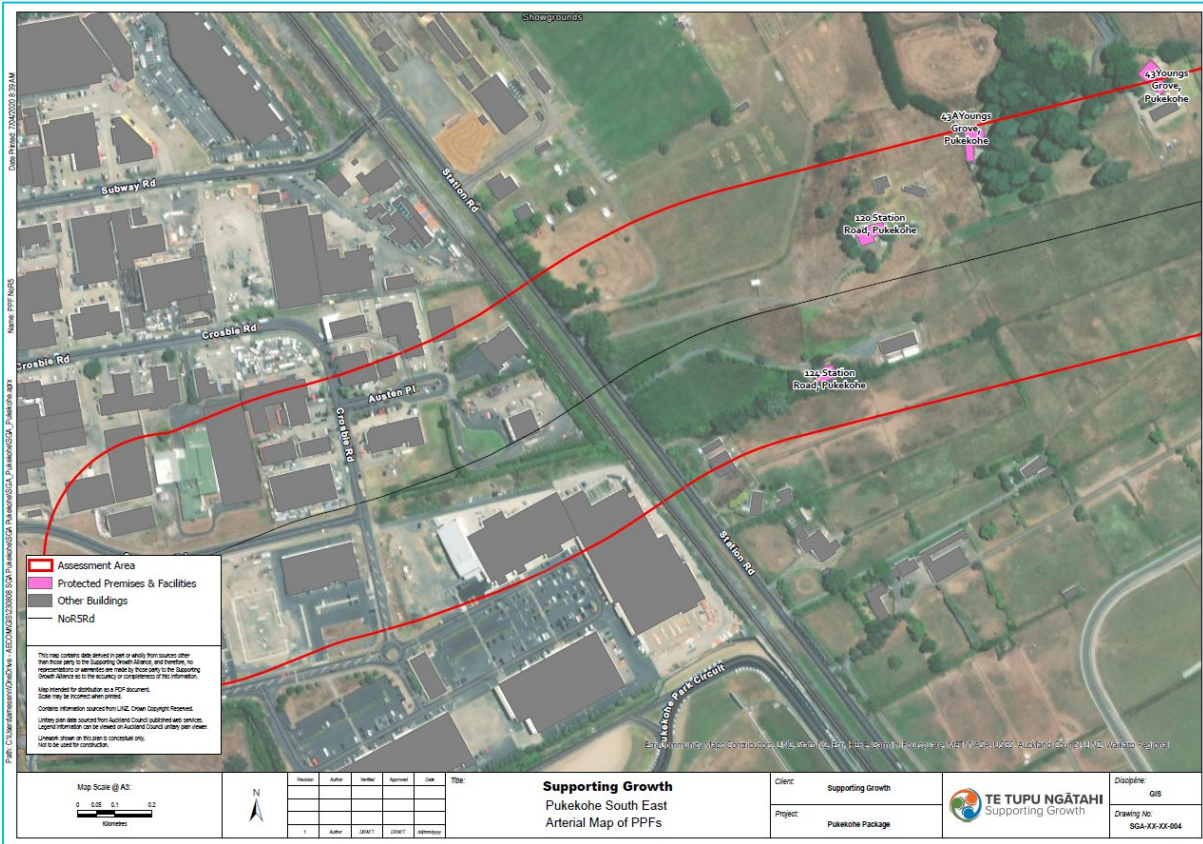
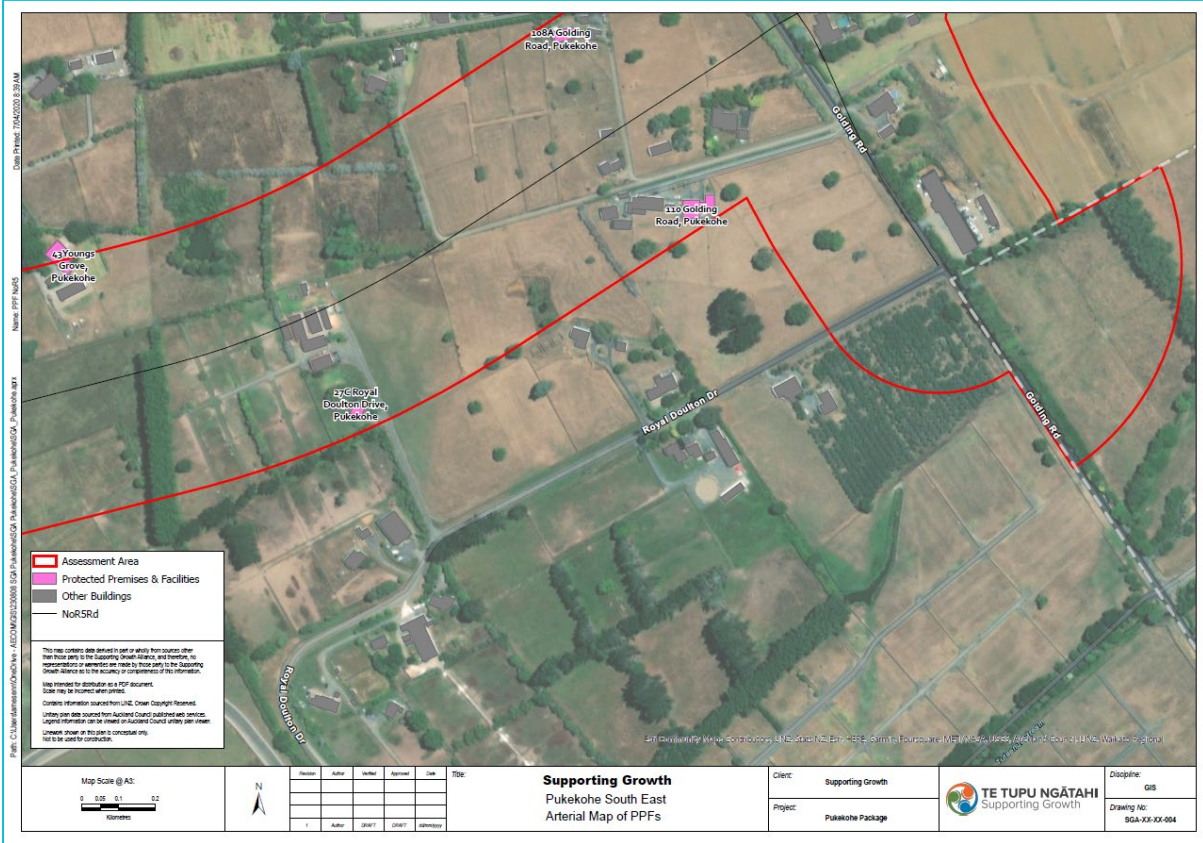
PPF Address	Noise Criteria Category
1 Ambedkar Way, Pukekohe	A
7 Ambedkar Way, Pukekohe	A
12 Pukekohe East Road, Pukekohe	A
18 Pukekohe East Road, Pukekohe	A
3 Pukekohe East Road, Pukekohe	A
16 Pukekohe East Road, Pukekohe	A
6A Belgium Road, Pukekohe	A
4B Belgium Road, Pukekohe	A
12 Belgium Road, Pukekohe	A
50 Pukekohe East Road, Pukekohe	A
7A Pukekohe East Road, Pukekohe	A
84 Golding Road, Pukekohe	A
78 Golding Road, Pukekohe	A
4 Belgium Road, Pukekohe	A
9 Ambedkar Way, Pukekohe	A
5 Ambedkar Way, Pukekohe	A
103 Golding Road, Pukekohe	A
8 Belgium Road, Pukekohe	A
52 Golding Road, Pukekohe	A
12 Ambedkar Way, Pukekohe	A
6 Ambedkar Way, Pukekohe	A
49 Golding Road, Pukekohe	A
26 Golding Road, Pukekohe	A
8 Ambedkar Way, Pukekohe	A
10 Belgium Road, Pukekohe	A
47 Golding Road, Pukekohe	A
10 Ambedkar Way, Pukekohe	A
14 Ambedkar Way, Pukekohe	A

Schedule: PPFs assessed against the New Road criteria

PPF Address	
124 Station Road, Pukekohe	A
120 Station Road, Pukekohe	A
43A Youngs Grove, Pukekohe	A
43 Youngs Grove, Pukekohe	A
27C Royal Doulton Drive, Pukekohe	A
110 Golding Road, Pukekohe	A
108A Golding Road, Pukekohe	A

PPF Location Maps





Pukekohe South West Upgrade - Attachments

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor between Helvetia Road and Svendsen Road, Pukekohe including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) An upgraded transport corridor to accommodate active mode facilities;
- b) Associated works including embankments, retaining walls, stormwater management systems;
- c) Construction activities including construction areas and the re-grading of driveways.

Concept Plan



Pukekohe North West Arterial - Attachments

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor between Helvetia Road, Pukekohe and State Highway 22, Paerata including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) A transport corridor including active mode facilities;
- b) Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities including construction areas and the re-grading of driveways.

Concept Plan



Schedule 2: Ecological Management Plan Identified Biodiversity Areas



Schedule 3: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

PPF Address	Noise Criteria Category
107 Helvetia Road, Pukekohe	A
1210 Paerata Road, Pukekohe	A
95 Helvetia Road, Pukekohe	A
128 Helvetia Road, Pukekohe	A
122 Helvetia Road, Pukekohe	A
118 Helvetia Road, Pukekohe	A
120 Helvetia Road, Pukekohe	A
124 Helvetia Road, Pukekohe	A
99A Helvetia Road, Pukekohe	A
222 Heights Road, Pukekohe	A
101 Helvetia Road, Pukekohe	A
103 Helvetia Road, Pukekohe	A
105 Helvetia Road, Pukekohe	A
97 Helvetia Road, Pukekohe	A
126 Helvetia Road, Pukekohe	A
4 Birdwood Road, Pukekohe	A
10 Butcher Road, Pukekohe	A
116 Helvetia Road, Pukekohe	A
34 Gun Club Road, Pukekohe	A
10 Kauri Road, Pukekohe	A
106 Beatty Road, Pukekohe	A
270 Helvetia Road, Pukekohe	A
6A Birdwood Road, Pukekohe	A
256 Helvetia Road, Pukekohe	A
248 Helvetia Road, Pukekohe	A

PPF Address	Noise Criteria Category
3B Birdwood Road, Pukekohe	A
3A Birdwood Road, Pukekohe	A
7 Birdwood Road, Pukekohe	A
8 Birdwood Road, Pukekohe	A
6 Birdwood Road, Pukekohe	A
12 Birdwood Road, Pukekohe	A
10 Birdwood Road, Pukekohe	A
24 Kauri Road, Pukekohe	A
126A Helvetia Road, Pukekohe	A
222 Helvetia Road, Pukekohe	A
8A Birdwood Road, Pukekohe	A
12 Kauri Road, Pukekohe	A
120A Helvetia Road, Pukekohe	A
5A Birdwood Road, Pukekohe	A
101A Helvetia Road, Pukekohe	A
6 Wairua Place, Pukekohe	A
99B Helvetia Road, Pukekohe	A
5 Birdwood Road, Pukekohe	A
14 Kauri Road, Pukekohe	A
16 Kauri Road, Pukekohe	A
22 Kauri Road, Pukekohe	A

PPFs assessed against the New Road criteria

PPF Address	Noise Criteria Category
114 Butcher Road, Pukekohe	A
157A Beatty Road, Pukekohe	A

PPF Address	
64 Butcher Road, Pukekohe	A
62 Butcher Road, Pukekohe	A
57 Butcher Road, Pukekohe	A
17 Butcher Road, Pukekohe	A

PPF Location Maps

