

# NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND

2 October 2023

Waka Kotahi New Zealand Transport Agency  
NoR 2 – Drury to Pukekohe Link

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

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

From: Waka Kotahi New Zealand Transport Agency  
Private Bag 106602  
Auckland 1143

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

The purpose of the proposed designation is to *construct, operate, maintain, and improve a state highway, cycleway and / or shared path, and associated infrastructure*. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Act 2008 which confirms that the order applies to New Zealand Transport Agency – these confirm the New Zealand Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway.
- Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the New Zealand Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.

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

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

The area of the proposed designation (Drury to Pukekohe Link) is shown on the Designation Plans included in **Attachment A** of this Notice (NoR 2). The requirement applies to an area of land of approximately 1587.6 hectares located between Great South Road in the north east, State Highway 22 in the west and the area in the vicinity of Sim

Road/Cape Hill Road in the south, providing connections to Drury West, Paerata and Pukekohe. The requirement applies to 62 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

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

The proposed work is the construction, operation, maintenance and improvement of a state highway from Drury to Pukekohe including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan (Figure 1) and includes:

- A state highway with a shared path;
- Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

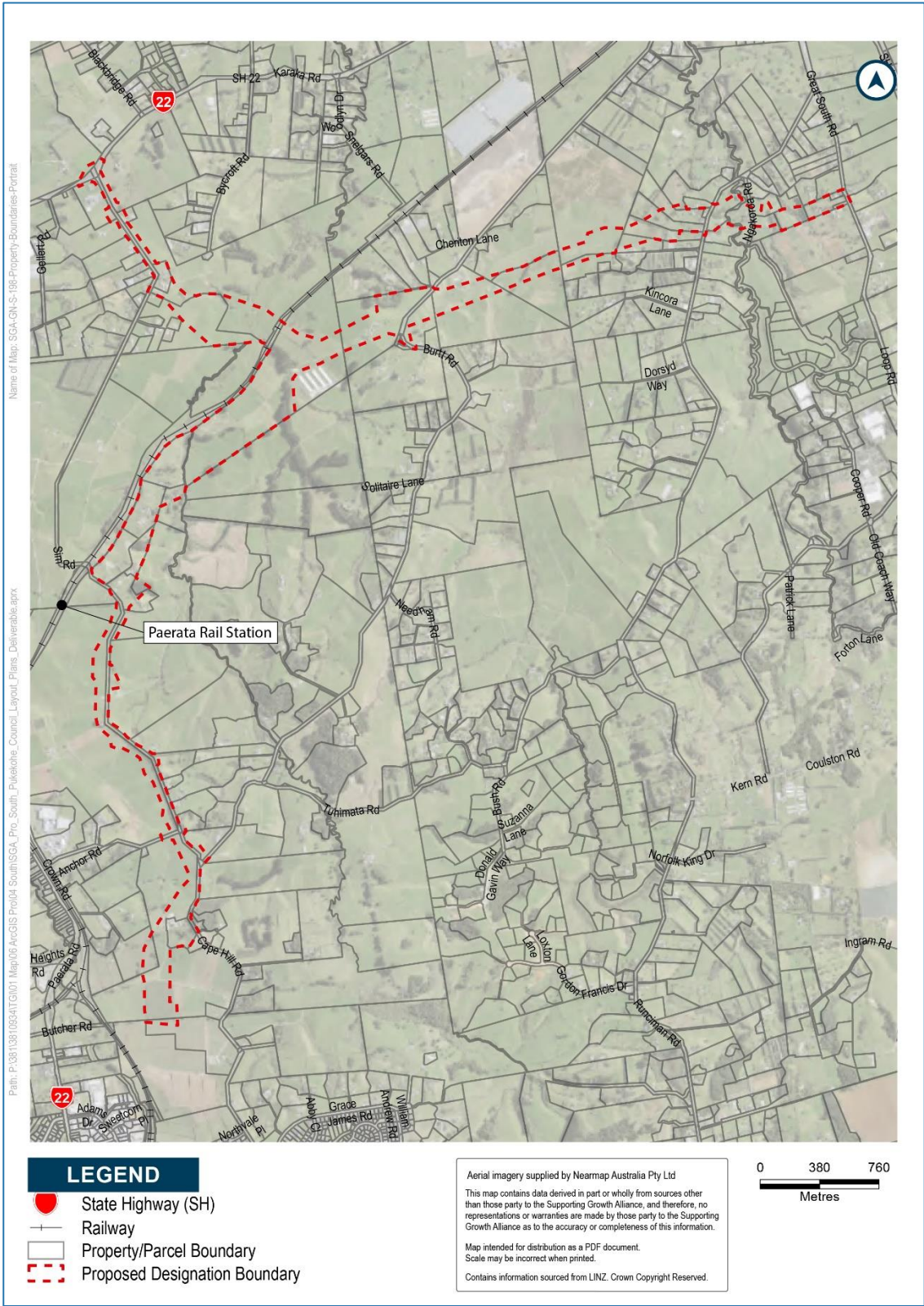


Figure 1: Drury to Pukekohe Link (NoR 2) Concept Plan

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

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

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

NoR 2 will generate a range of positive effects. The nature and degree of these positive effects are set out in the AEE Part B, in particular Section 13 and 14. They are summarised as follows:

- Provide necessary transport infrastructure to support and integrate with the planned urban growth in Drury, Paerata and Pukekohe;
- Improve the resilience and connectivity, capacity and resilience of the transport network for general traffic and freight;
- Improve walking and cycling connectivity providing key connections to future urban areas and to arterials that connect with the proposed Paerātā and Ngaakooroa Railway Stations;
- Improve public transport facilities connecting with future urban areas and arterials that connect with the proposed Paerātā and Ngaakooroa Railway Stations;
- Provide mode choice and contribute to mode shift;
- Provide better access to jobs, education and social amenities Increase the tree canopy cover of the project area;
- Provide for the inclusion of green stormwater infrastructure, such as vegetated swales and planted stormwater wetlands; and
- Provide opportunities to enhance the character and identity of the project area through future design and partnership with Manawhenua.

The potential adverse effects during the construction and operational phases of the Drury to Pukekohe Link are assessed in the following sections of the AEE Report.

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

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

**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 to Pukekohe Link - NoR 2.

The process by which Waka Kotahi considered alternative sites, routes and methods is detailed in *Appendix A of the AEE: Assessment of Alternatives Report*. The development of NoR 2 was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

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

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

The objectives of Waka Kotahi for the Drury – Pukekohe Link – NoR 2 are to:

*Provide for a new and upgraded transport corridor between Drury and Pukekohe that:*

- a) Improves connectivity*
- b) Is safe*
- c) Provides resilience in the transport network*
- d) Integrates with and supports planned urban growth*
- e) Integrates with and supports the existing and future transport network*
- f) Improves travel choice and contributes to mode shift*

The Drury to Pukekohe Link – NoR 2 is reasonably necessary for achieving the objectives as it:

- Improves connectivity between Drury and Pukekohe and within Pukekohe;
- Supports Vision Zero and road safety outcomes;
- Supports resilience and the existing transport network by providing an additional strategic transport corridor to SH1 and SH22;
- Supports planned urban growth and the future collector network by providing a new corridor for strategic movements between future urban areas;
- 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; and
- The method of designation is reasonably necessary to achieve the objectives because it enables the identification and protection of the land required for the Drury to Pukekohe Link for an extended duration.

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

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

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

The Drury to Pukekohe Link – NoR 2 will require resource consents for a number of activities to enable the proposed works.

The resource consents are not sought at this time as the date for construction is unknown and could be many years away. The resource consents will be sought at detailed design of the Drury to Pukekohe Link – NoR 2 nearer to the proposed construction start date. The future resource consents likely to be required for the Drury to Pukekohe Link – NoR 2 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020;
- Resource consents for the following activities under the Auckland Unitary Plan:  
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.

**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 to Pukekohe Link – NoR 2 including Mana Whenua, property owners and occupiers, Auckland Council, Auckland Transport, network utility operators, local boards and elected members, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, community open days, newsletters and online information.

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

**Proposed Lapse Period:**

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

**Supporting Information:**

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

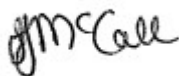
Attachments to the Notice

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

Accompanying Information

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

Signed by:



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



Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

27 September 2023

Address for Service:

Waka Kotahi New Zealand Transport Agency  
AON Centre  
29 Customs Street West  
Auckland

Private Bag 106602  
Auckland City  
Auckland 1143



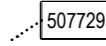

## **Attachment A – Designation Plans**

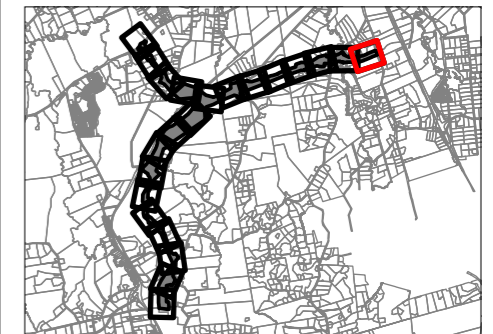


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

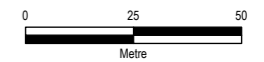


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Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 1 of 22





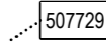

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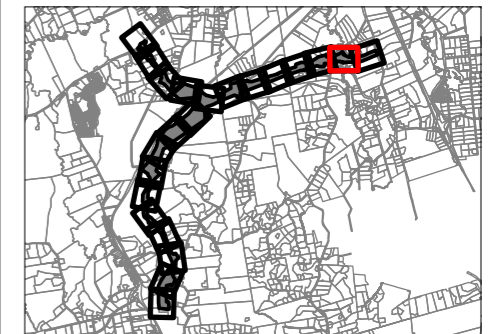


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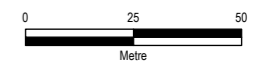


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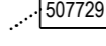

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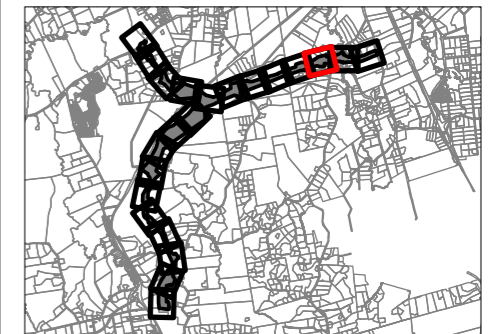


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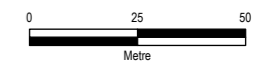


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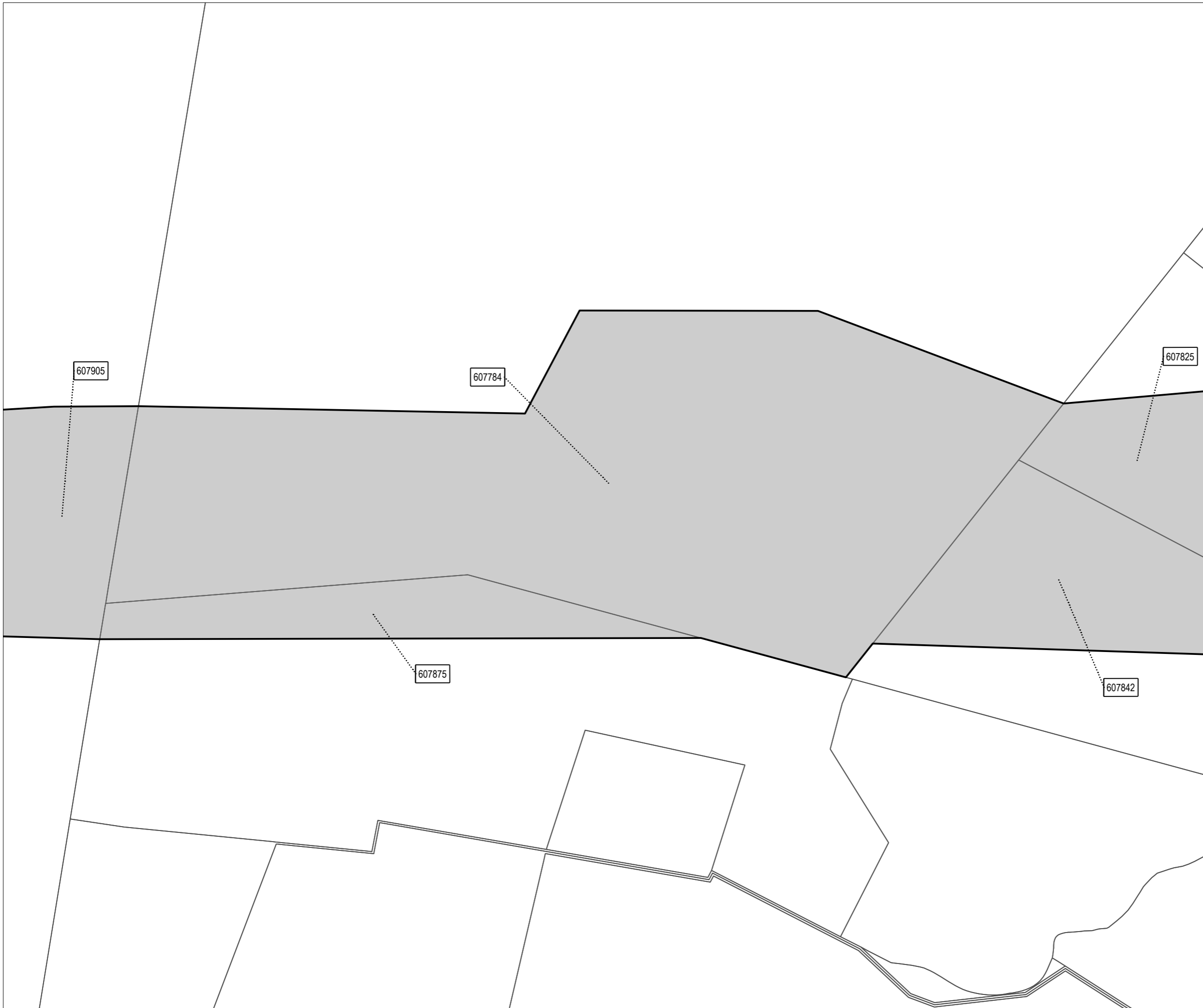
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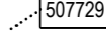

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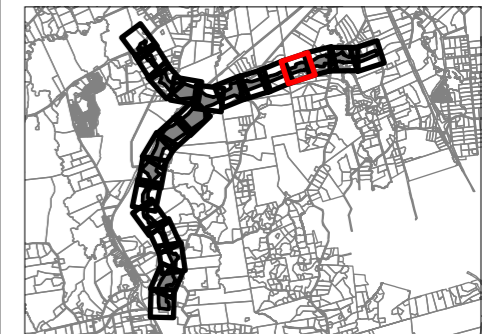


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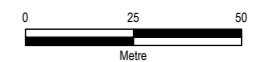


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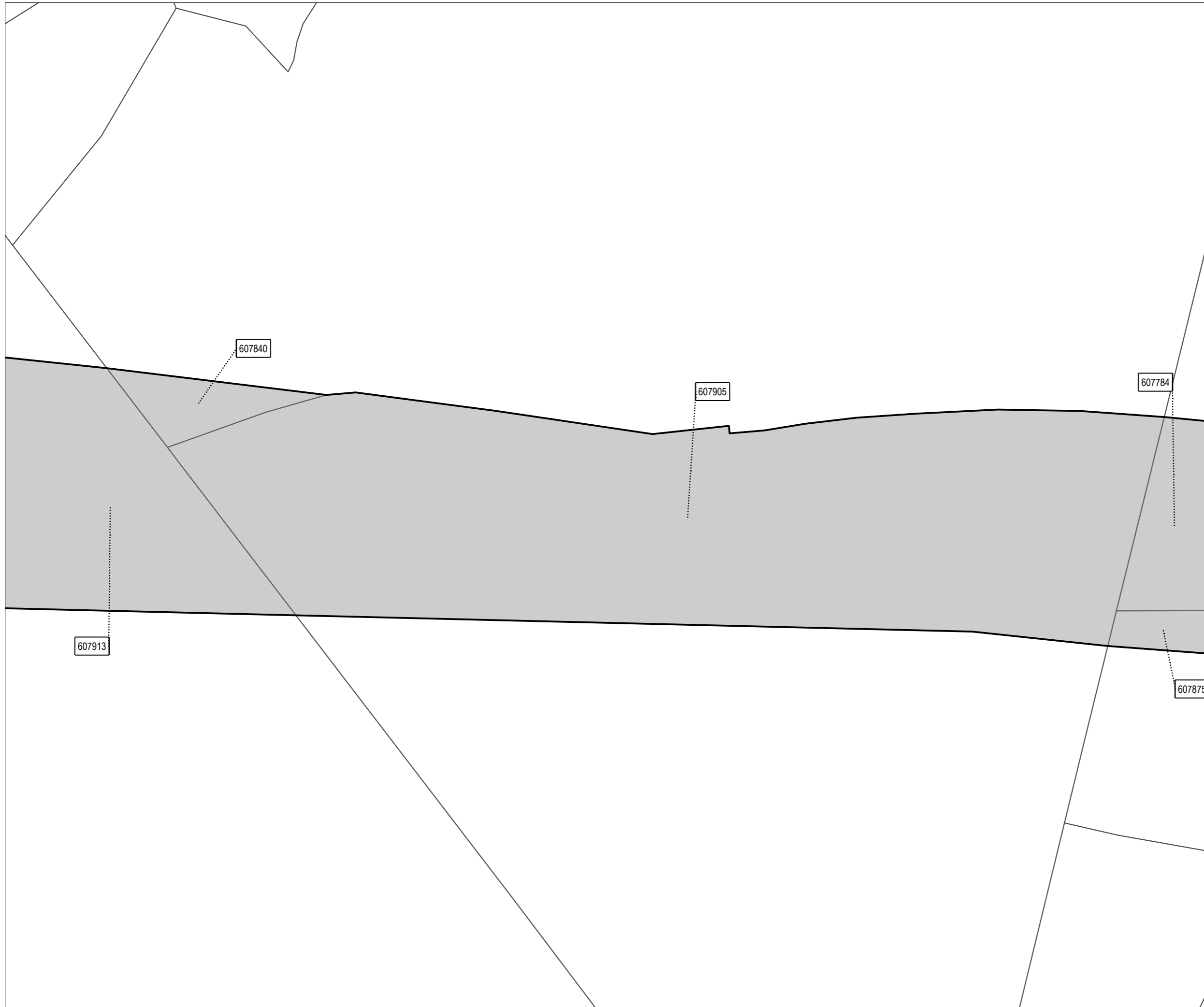
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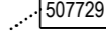

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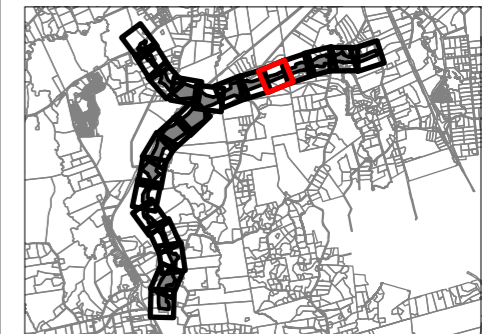


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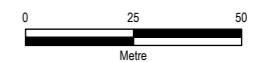


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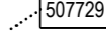

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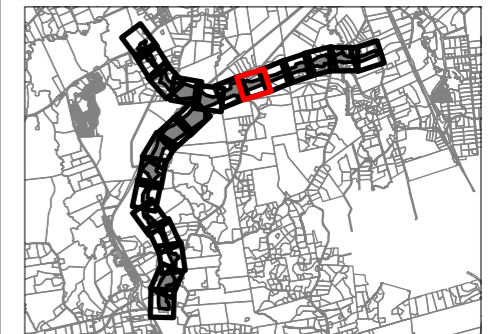


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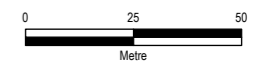


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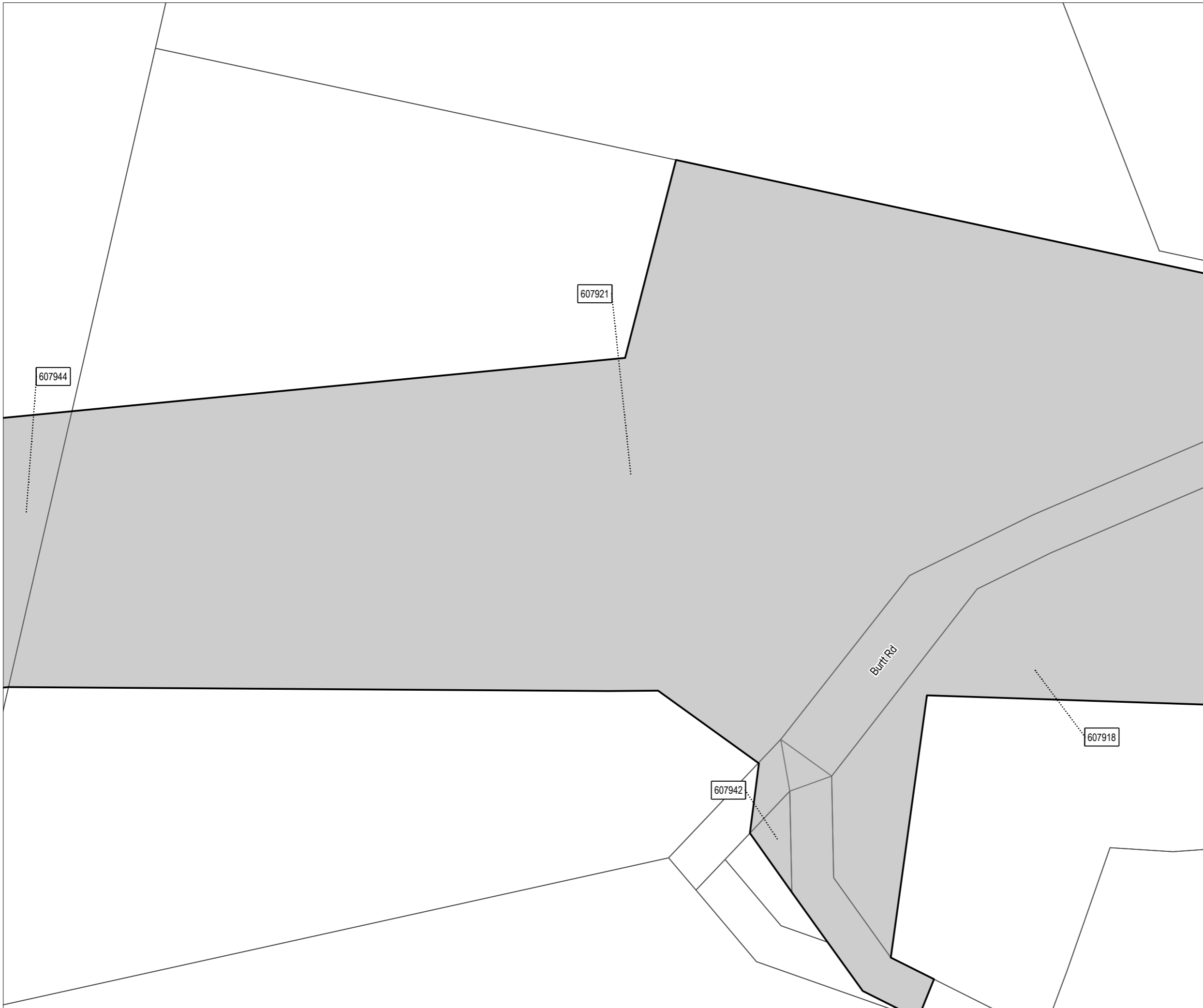
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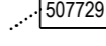



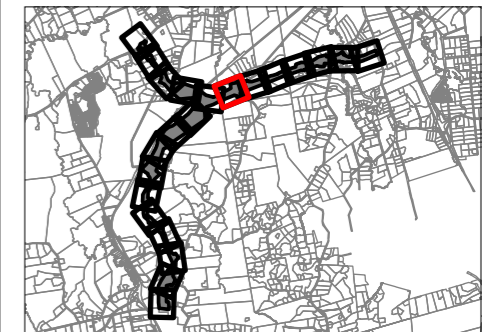


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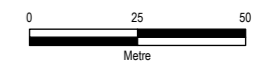


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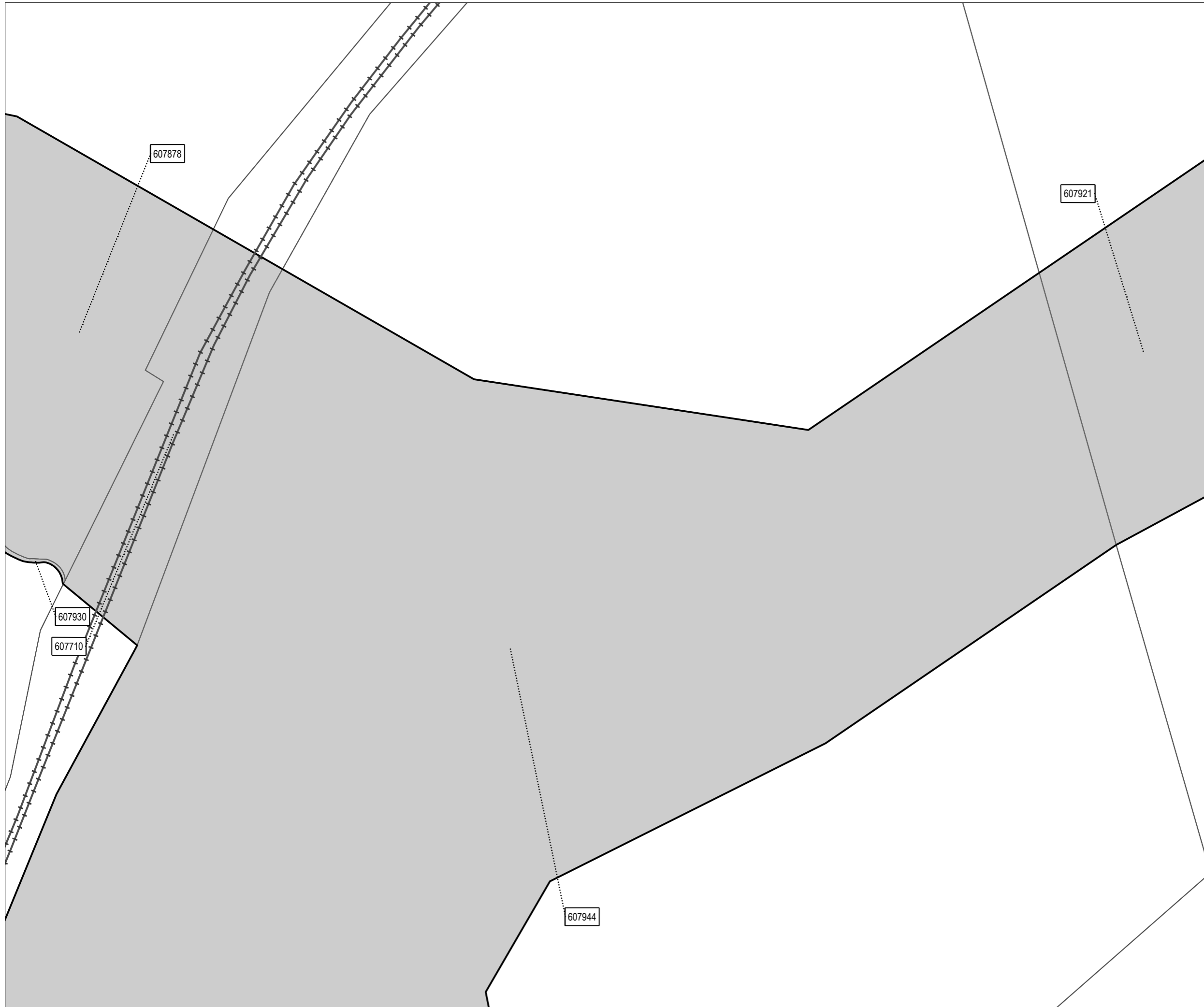
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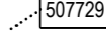

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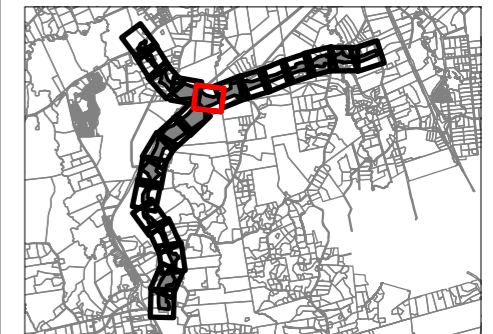


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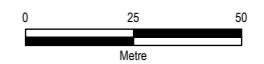


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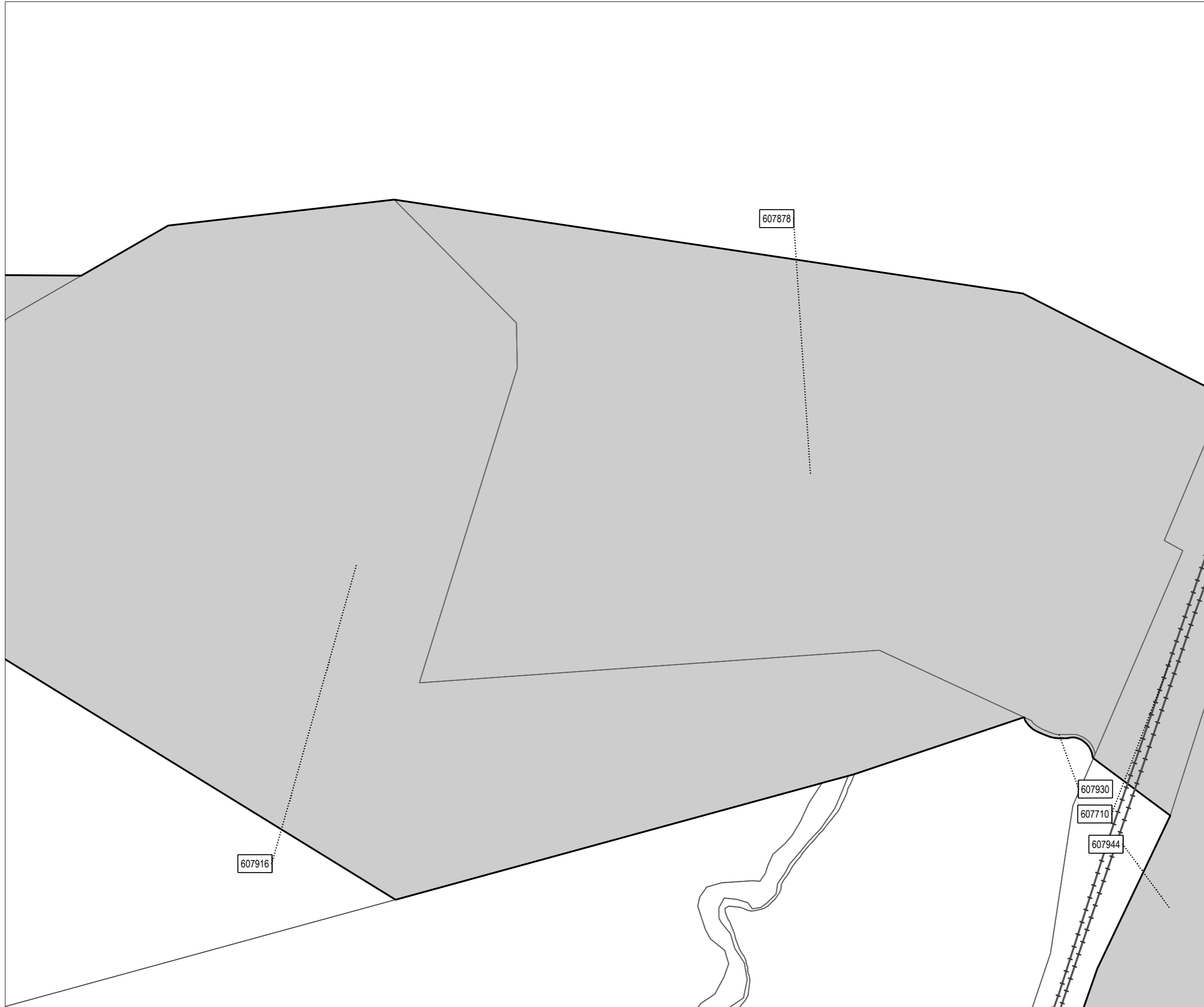


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Discipline: **GIS**

Project: **Pukekohe Projects**



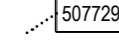

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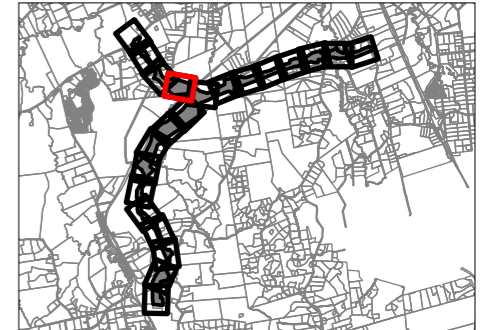


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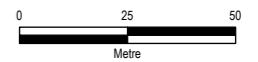


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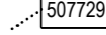

New Zealand Government

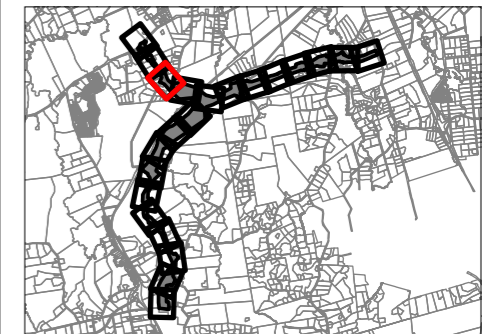


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

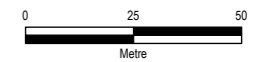


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Revision	Author	Verified	Approved	Date
1	RR9	BAP	HL	07/08/2023



Client:  
**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**Pukekohe Projects**

Drawing No:  
**SGA-PA-P-002**  
Sheet No : 10 of 22





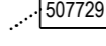

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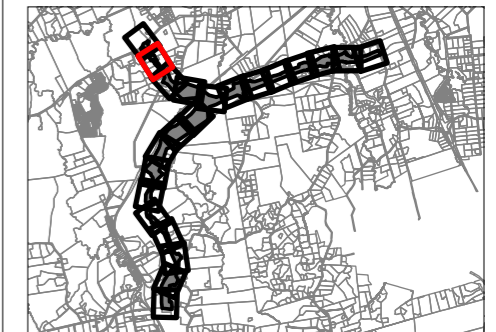


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

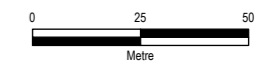


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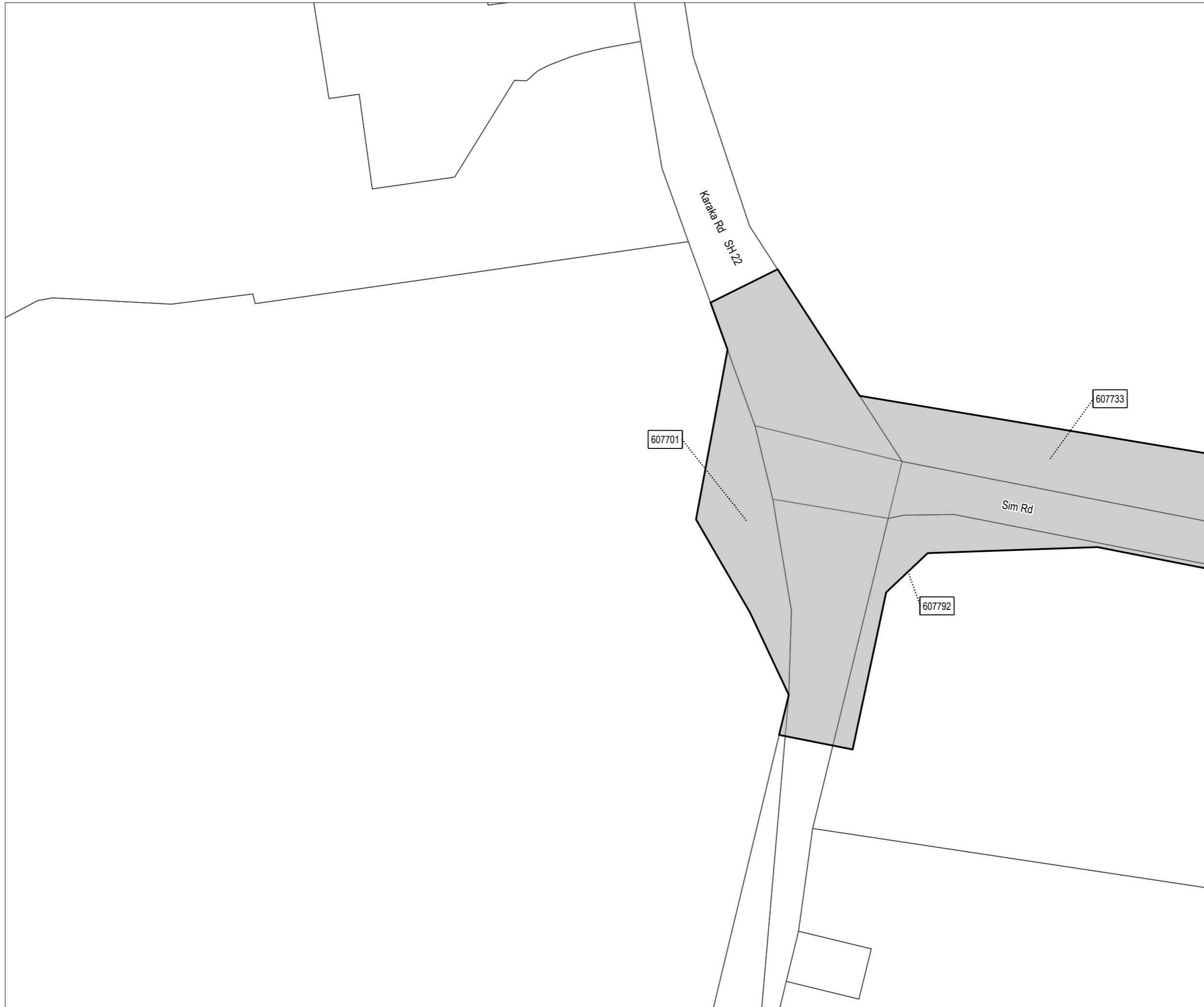
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**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**Pukekohe Projects**

Drawing No:  
**SGA-PA-P-002**  
Sheet No : 11 of 22



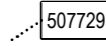



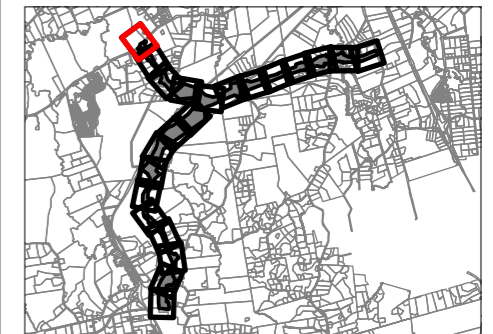


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

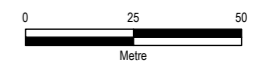


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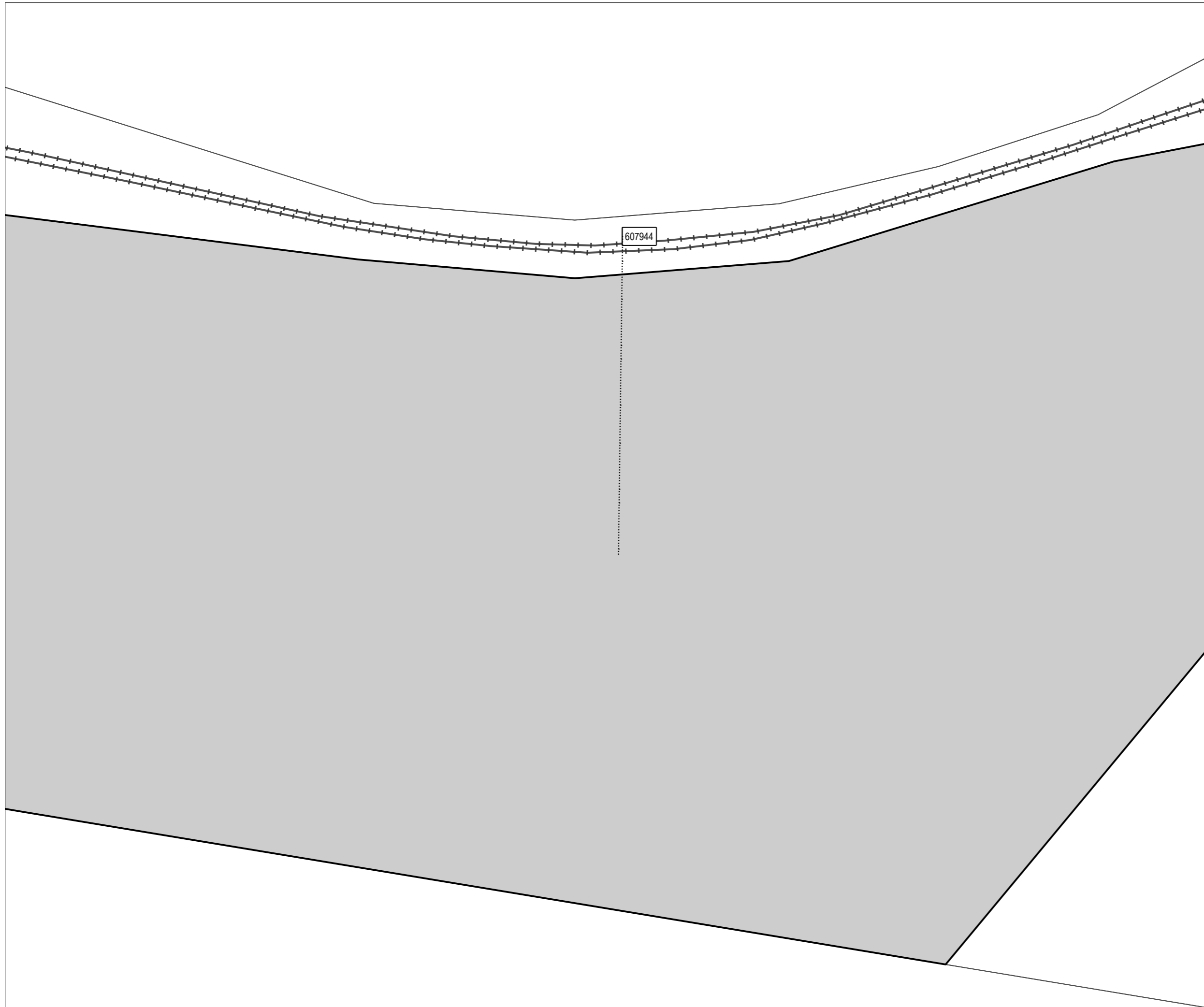
Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 12 of 22



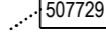



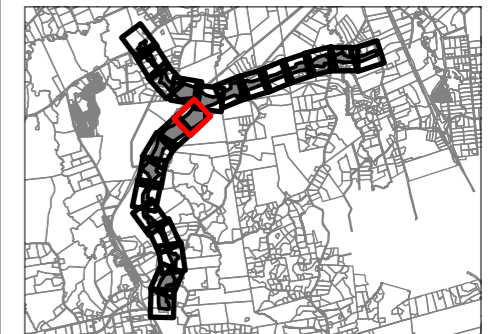


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

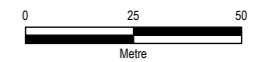


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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 13 of 22





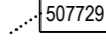

New Zealand Government

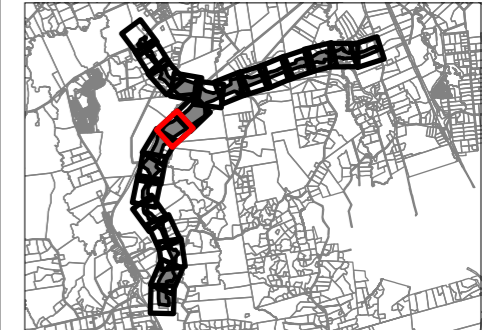


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

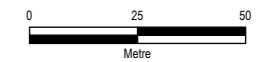


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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

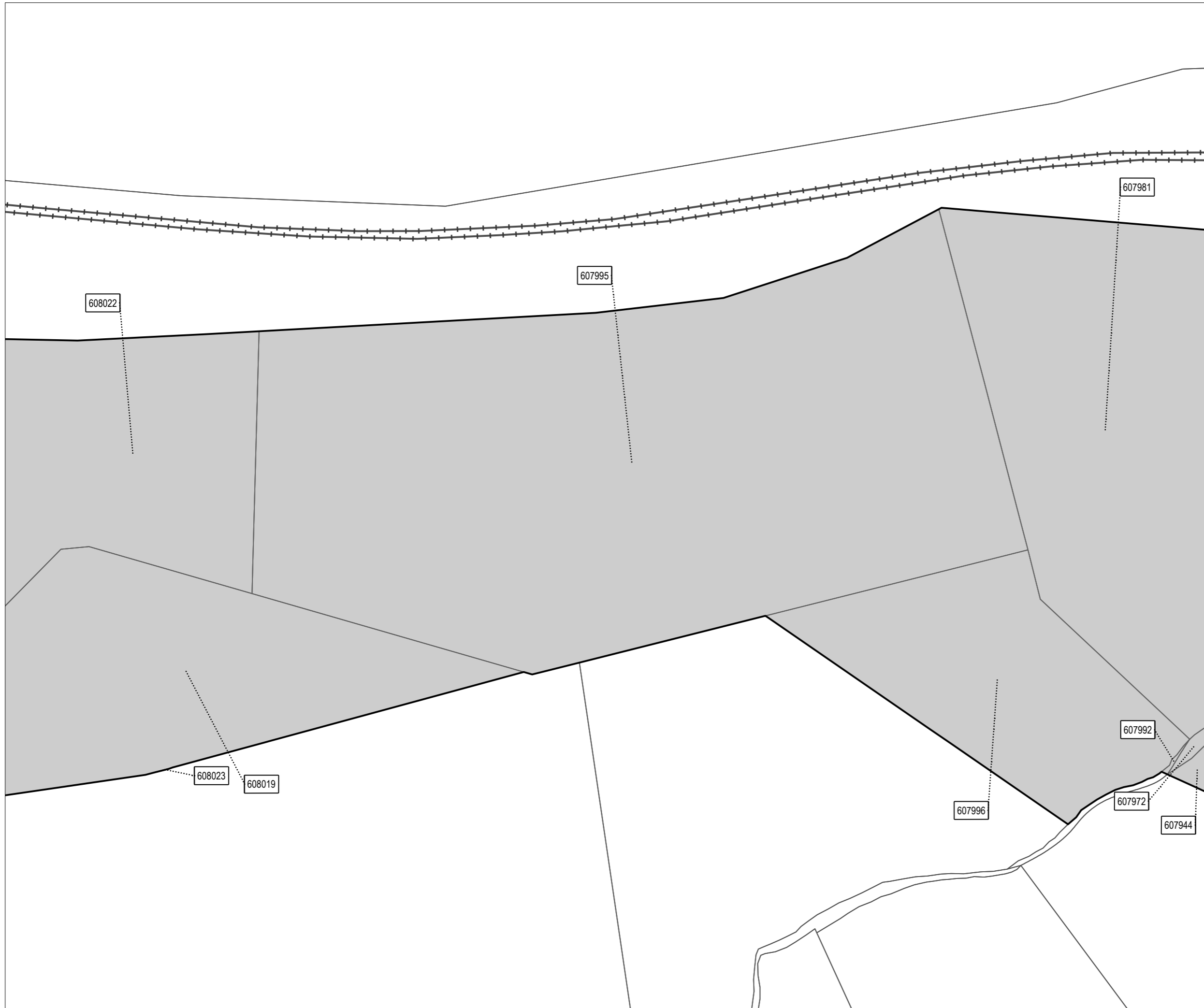
Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 14 of 22



New Zealand Government



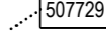



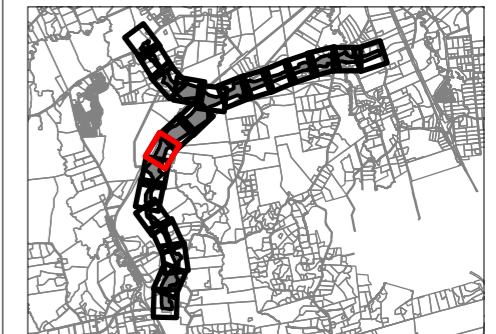


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

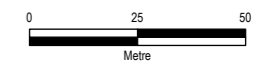


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Client:  
**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**Pukekohe Projects**

Drawing No:  
**SGA-PA-P-002**  
Sheet No : 15 of 22



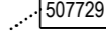



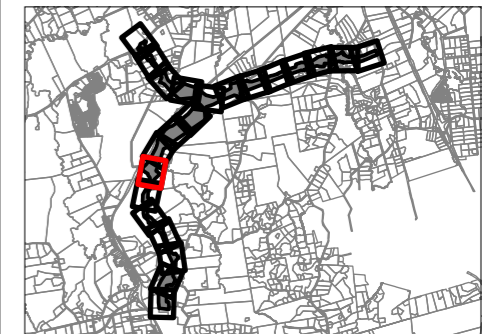


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

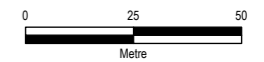


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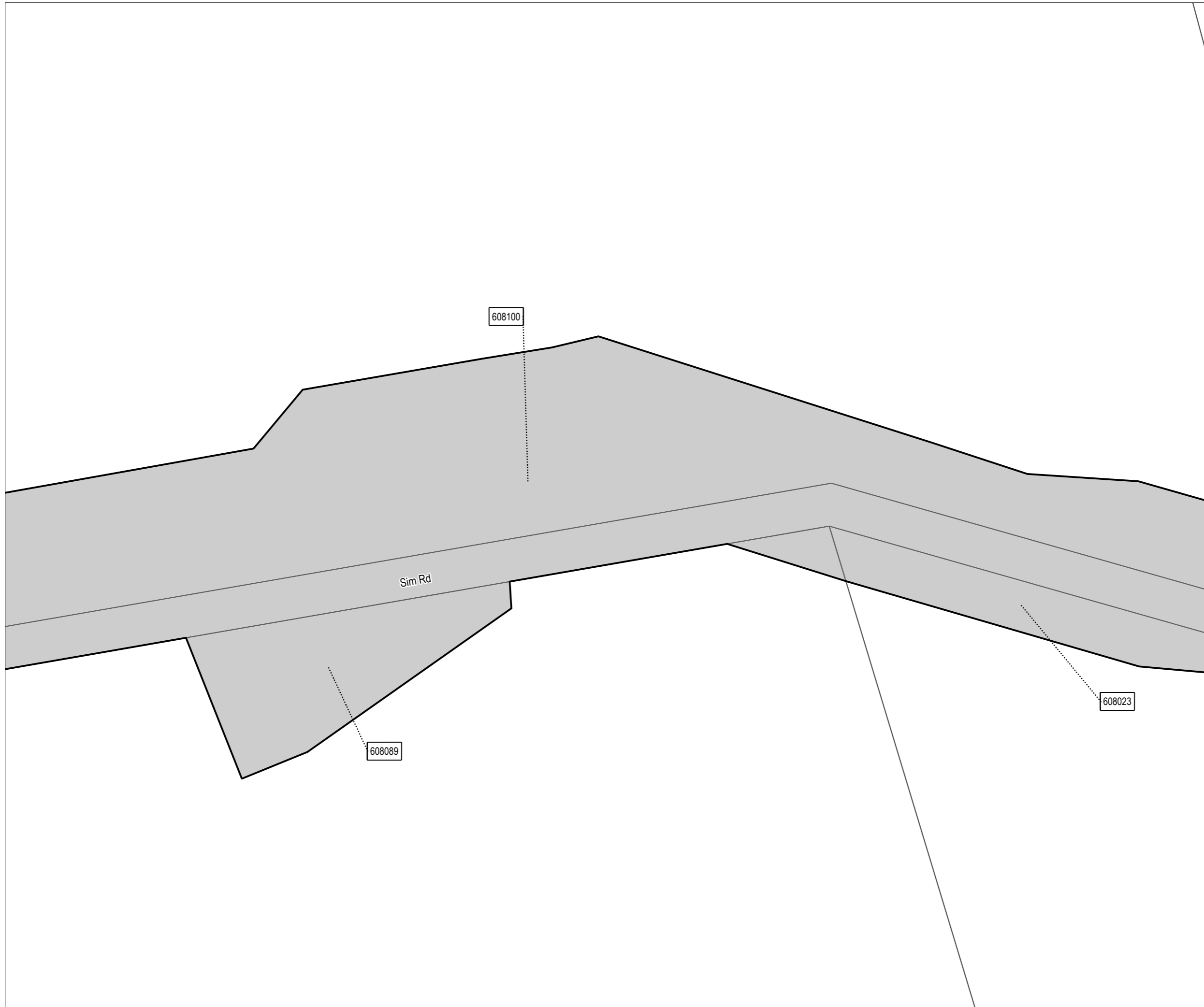
Client:  
**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**Pukekohe Projects**

Drawing No:  
**SGA-PA-P-002**  
Sheet No : 16 of 22



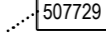



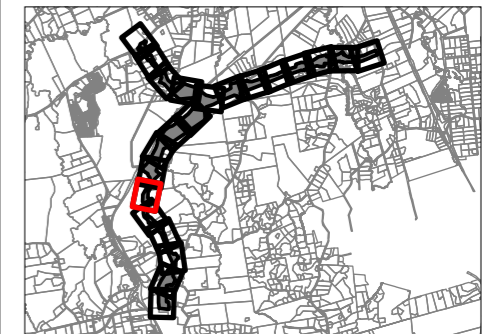


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

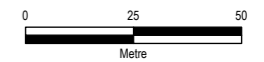


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Client: **Auckland Transport / Waka Kotahi**

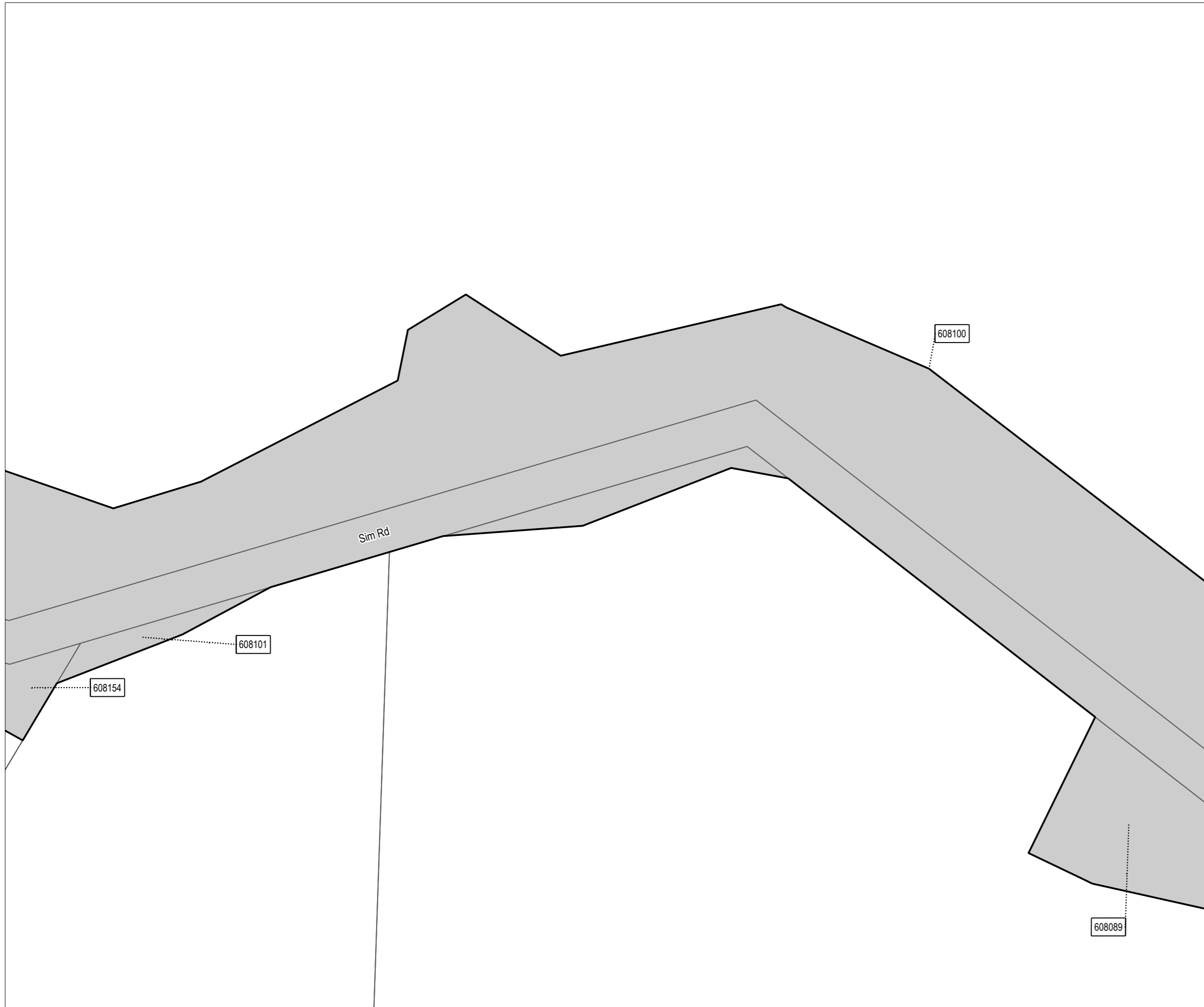
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Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 17 of 22





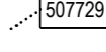

New Zealand Government

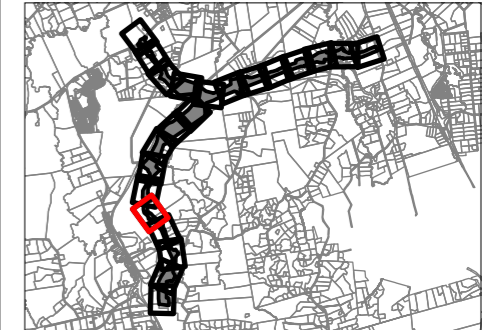


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

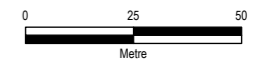


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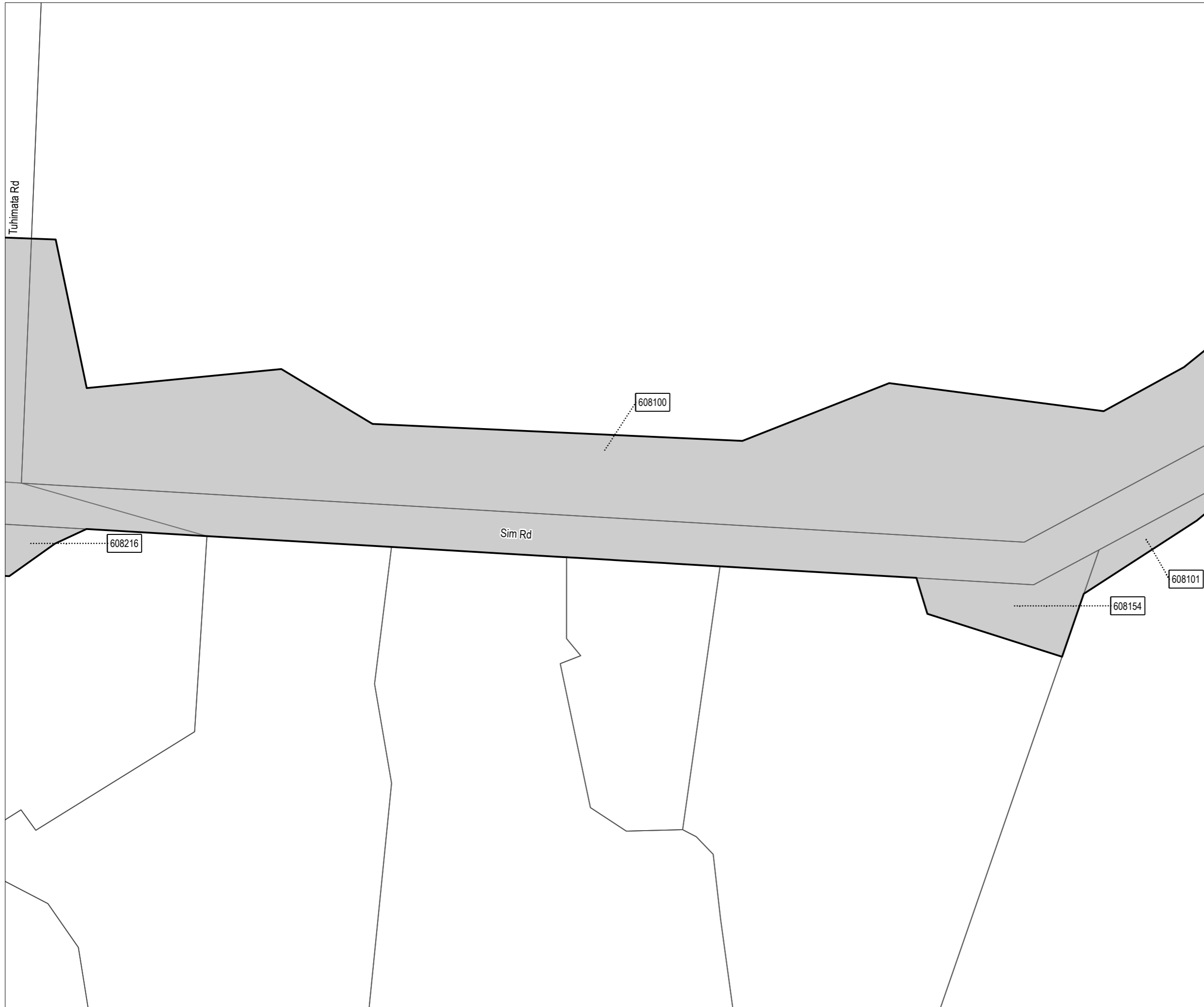


Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Pukekohe Projects**



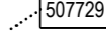

Drawing No: **SGA-PA-P-002**  
Sheet No : 18 of 22

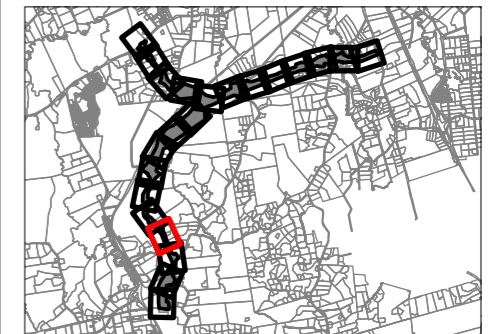


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

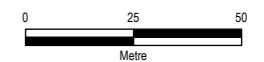


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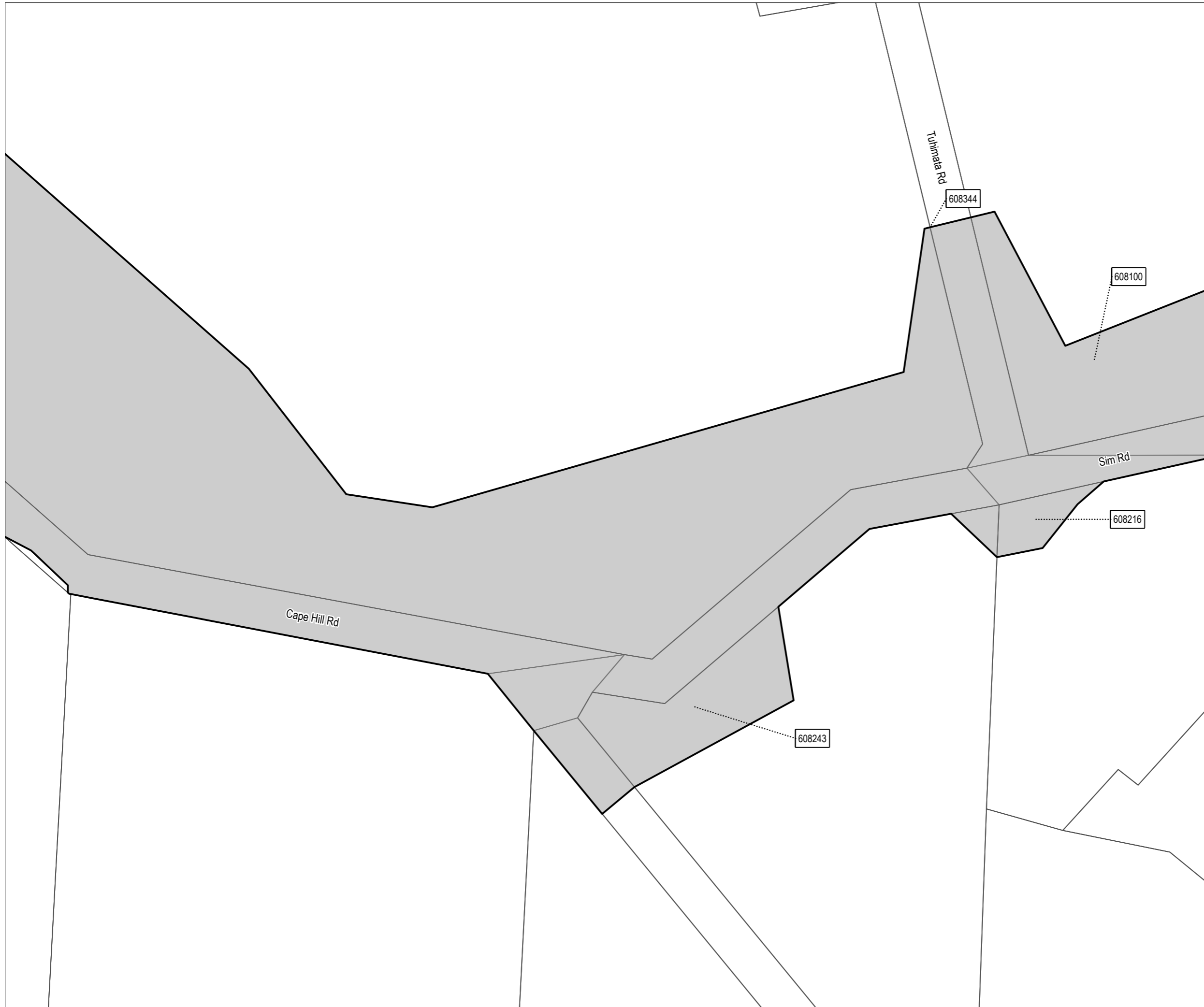
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Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 19 of 22





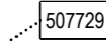

New Zealand Government

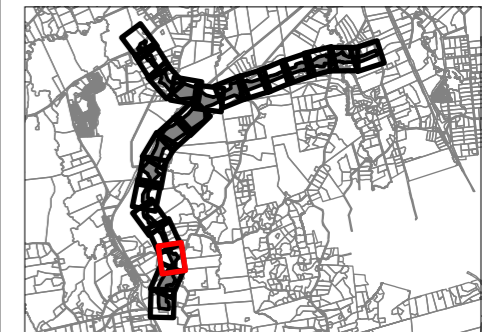


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

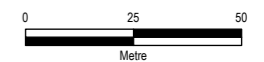


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Client: **Auckland Transport / Waka Kotahi**

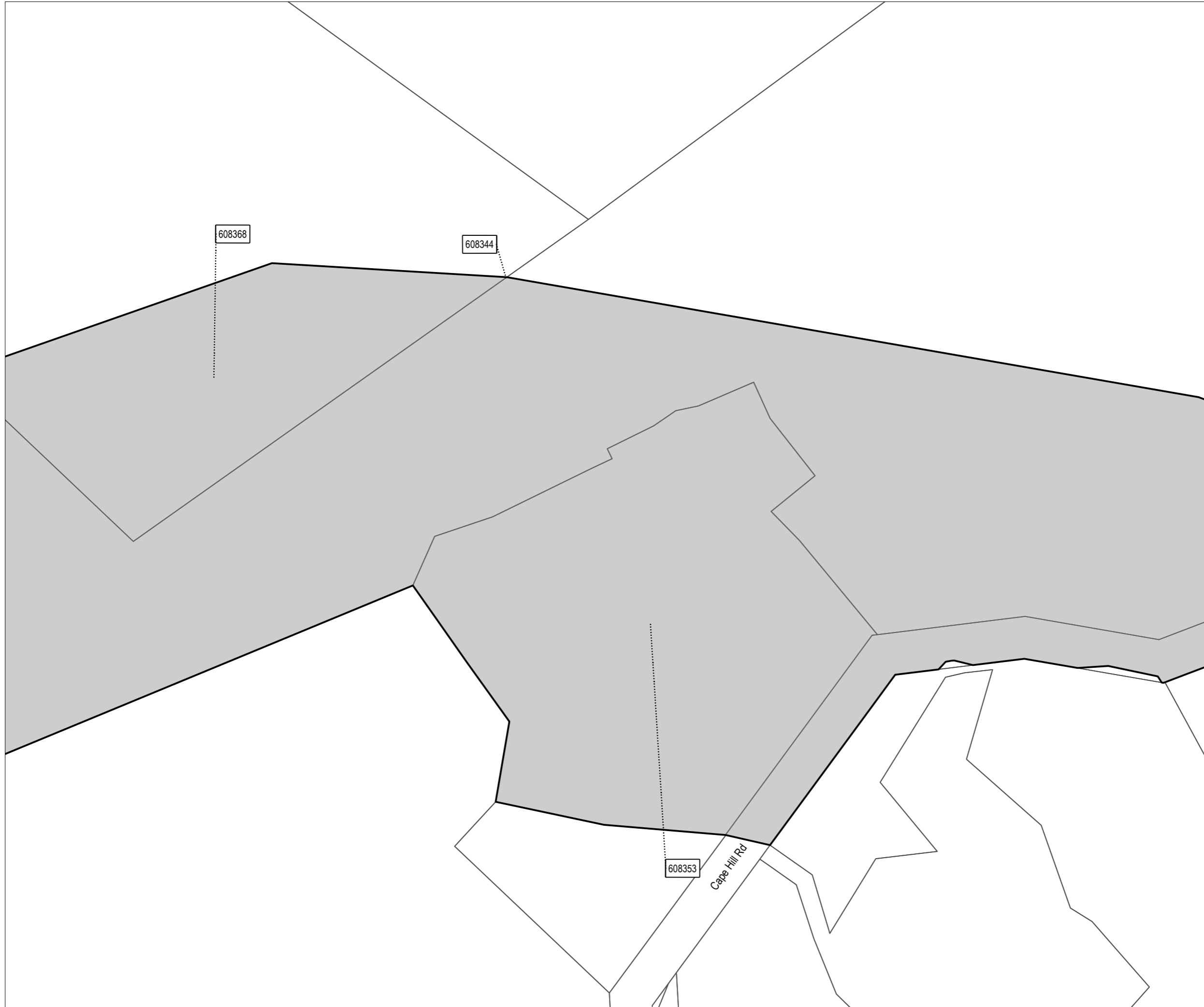
Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 20 of 22





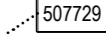

New Zealand Government

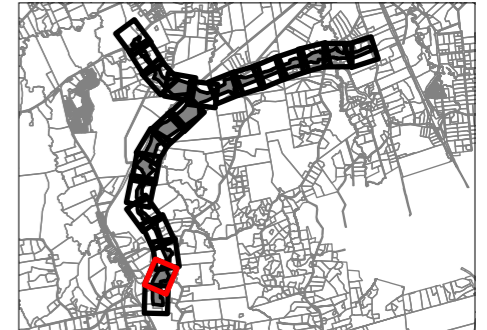


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

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

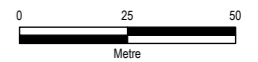


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Client:  
**Auckland Transport / Waka Kotahi**

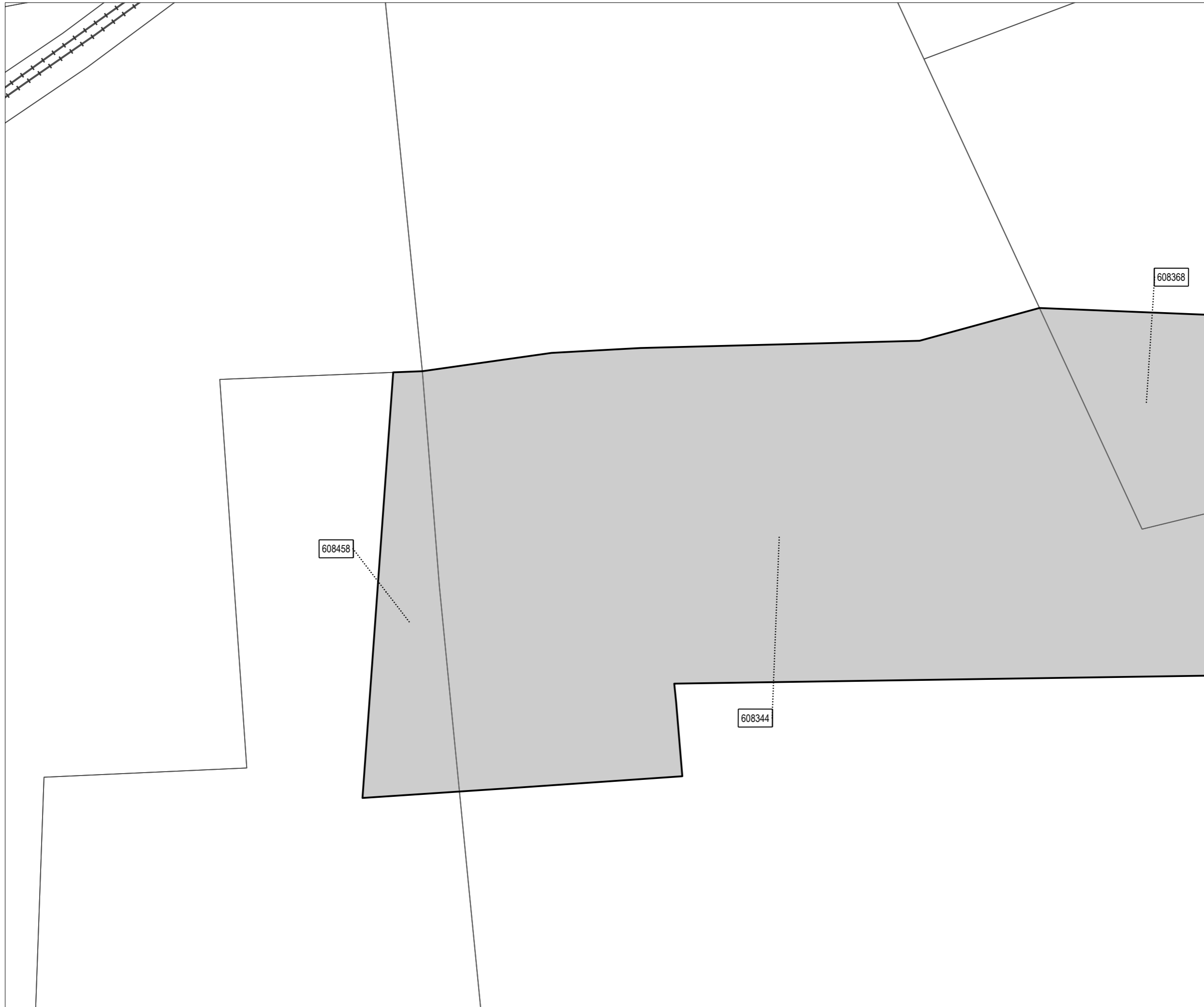
Discipline:  
**GIS**

Project:  
**Pukekohe Projects**

Drawing No:  
**SGA-PA-P-002**  
Sheet No : 21 of 22





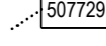

New Zealand Government

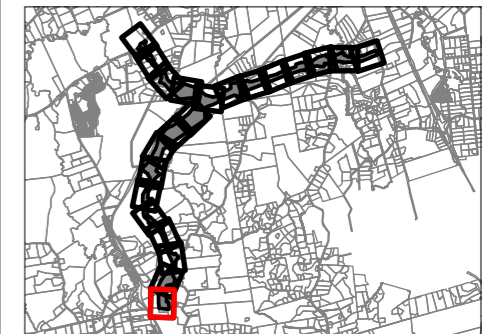


### Designation Plan

Land to be Designated  
Drury to Pukekohe Link

#### Legend

-  Proposed Designation
-  Parcel Boundary
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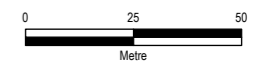


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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Pukekohe Projects**

Drawing No: **SGA-PA-P-002**  
Sheet No : 22 of 22



New Zealand Government



**Attachment B** – Schedule of Directly Affected Properties

Property ID	Title Number	Legal Description	Address	Approx. land to be designated (m <sup>2</sup> )	Sheet No.
607913	220537	Lot 1 DP 210705	338 Burtt Road	54155	5
607782	NA1872/64	Lot 1 DP 47173	1238 Great South Road	3215	1
607886	NA81C/39	Lot 1 DP 137461	72 Sim Road	536	10
607981	NA85B/433	Lot 6 DP 143669	319E Sim Road	61940	14
607838	NA67D/618	Lot 4 DP 117967	36 Sim Road	2248	11
607942	428179	Part Allot 84 PSH OF Karaka	357 Burtt Road	473	7
607733	37361	Lot 1 DP 309527	501 Karaka Road	9369	11
607803	633163	Lot 1 DP 469795	22 Ngakoroa Road	16103	2
607905	220537	Lot 2 DP 149793	338 Burtt Road	43946	4
607701	551510	Lot 2 DP 442223	540 Karaka Road	3375	12
607777	528315	Lot 2 DP 200092	801 Runciman Road	2411	3
607804	NA10C/296	Lot 3 DP 57016	777 Runciman Road	23493	2
607842	61578	Lot 2 DP 315691	767 Runciman Road	11385	3
607784	NA76B/343	Lot 2 DP 130186	524 Burtt Road	48338	3
607875	839996	Lot 1 DP 524872	763D Runciman Road	5847	4
608243	NA90A/439	Lot 7 DP 151088	143 Tuhimata Road	3918	20
608368	NA68C/960	Lot 4 DP 119441	105D Crown Road	16034	21
608353	614246	Lot 1 DP 463723	301A Cape Hill Road	29280	21
608344	679569	Lot 1 DP 482738	229 Cape Hill Road	135792	20
607794	NA122D/683	Lot 1 DP 193623	1246 Great South Road	2041	1
607798	NA122D/684	Lot 2 DP 193623	1242 Great South Road	20846	1
617261	885488	Lot 2 DP 535444	21 Ngakoroa Road	10079	1
607825	NA10C/295	Lot 2 DP 57016	775 Runciman Road	28254	3
607783	NA35B/418	Lot 2 DP 66006	785 Runciman Road	20967	2
607807	NA35B/417	Lot 1 DP 66006	787 Runciman Road	2029	2
607840	220537	Lot 3 DP 336448	338 Burtt Road	1761	5
607796	NA19B/1067	Part Allot 41 PSH OF Opaheke	792 Runciman Road	22450	2
607921	NA17D/573	Part Allot 84 PSH OF Karaka	357 Burtt Road	95416	6
607944	NA17D/573	Part Allot 71 PSH OF Karaka	357 Burtt Road	339425	7

607916	625603	Lot 6 DP 467427	Sim Road	86927	9
607901	693998	Lot 1 DP 486544	90 Sim Road	30	10
607792	NA67D/619	Part Lot 5 DP 117967	12 Sim Road	6390	11
607889	NA81C/40	Lot 2 DP 137461	68 Sim Road	463	10
607813	625600	Lot 3 DP 467427	31 Sim Road	3353	11
608458	NA1611/21	Part Lot 1 DP 12304	185 Cape Hill Road	6032	22
607866	NA67D/616	Lot 2 DP 117967	Sim Road	687	10
607856	NA67D/617	Lot 3 DP 117967	54 Sim Road	1368	11
607885	625601	Lot 4 DP 467427	77 Sim Road	15933	10
608154	113370	Lot 1 DP 327920	465 Sim Road	2101	18
608100	NA121C/356	Lot 1 DP 193202	412 Sim Road	90833	16
607995	NA85B/431	Lot 4 DP 143669	319C Sim Road	55246	14
608023	NA129D/105	Lot 2 DP 201006	349 Sim Road	11741	15
608045	NA129D/104	Lot 1 DP 201006	325 Sim Road	26512	16
608022	NA85B/435	Lot 3 DP 143670	319A Sim Road	50079	15
608019	NA109A/983	Lot 1 DP 177131	319B Sim Road	23841	15
607996	NA85B/432	Lot 5 DP 143669	319D Sim Road	12226	14
608101	504010	Lot 1 DP 426440	447 Sim Road	908	18
608037	NA295/122	Part Lot 1 DP 9026	328 Sim Road	125	16
607878	755872	Lot 2 DP 503409	Bycroft Road	92491	8
629751	987424	Lot 2 DP 557660	774 Runciman Road	541	2
615112	885487	Lot 1 DP 535444	11 Ngakoroa Road	7595	1
607918	220537	Lot 2 DP 353990	338 Burtt Road	21459	6
608216	NA68A/117	Lot 7 DP 118193	491 Sim Road	867	19
607930	<Null>	<Null>	<Null>	74	8
607710	<Null>	<Null>	<Null>	7323	8
607939	<Null>	<Null>	Great South Road	3023	2
607992	<Null>	<Null>	357 Burtt Road	27	14
607972	<Null>	<Null>	357 Burtt Road	2239	14
630028	1091266	Lot 1 DP 582703	1222B Great South Road	3899	1
630029	1091267	Lot 2 DP 582703	1222C Great South Road	17803	1

608089	NA762/277	Part Lot 77 DEEDS Whau 24	401 Sim Road	9076	17
608089	NA762/277	Part Lot 77 DEEDS Whau 24	401 Sim Road	9076	17

**Attachment C** – Proposed Conditions for the Designation

## Pukekohe Transport Network - Proposed Conditions for Waka Kotahi NoRs

### NoR 2 – Drury to Pukekohe Link

### NoR 8 (AC) – Mill Road – Pukekohe East Road Upgrade

#### 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	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation or 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 22.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> </ul>

Acronym/Term	Definition
	<ul style="list-style-type: none"> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga.
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions 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:</p> <ul style="list-style-type: none"> <li>Ngaati Te Ata Waiohua</li> <li>Ngāti Tamaoho</li> <li>Te Ākitai Waiohua</li> <li>Ngāti Whanaunga</li> </ul> <p>Note: other iwi not identified above may have an interest in the project and should be consulted.</p>
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 New Zealand Transport Agency.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

NoR(s)	No.	Condition
<b>General Conditions</b>		
2 and 8	1.	<p><b>Activity in General Accordance with Plans and Information</b></p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
2 and 8	2.	<p><b>Project Information</b></p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) 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;</li> <li>(i) a subscription service to enable receipt of project updates by email; and</li> <li>(ii) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <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>
2 and 8	3.	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
2 and 8	4.	<p><b>Lapse</b></p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</p>
2 and 8	5.	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<b>Pre-construction Conditions</b>		



NoR(s)	No.	Condition
2	6.	<p><b>Outline Plan</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <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"> <li>(i) Construction Environmental Management Plan;</li> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>Urban and Landscape Design Management Plan;</li> <li>(iv) Ecological Management Plan; and</li> <li>(v) Network Utilities Management Plan.</li> </ul>
8	6.	<p><b>Outline Plan</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <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"> <li>(i) Construction Environmental Management Plan;</li> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vi) Tree Management Plan; and</li> <li>(vii) Network Utilities Management Plan.</li> </ul>
2 and 8	7.	<p><b>Management Plans</b></p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. Been incorporated; and</li> <li>B. Where not incorporated, the reasons why.</li> </ul> </li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 7 may:</p> <ul style="list-style-type: none"> <li>(i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
2 and 8	8.	<p><b>Stakeholder and Communication and Engagement Management Plan (SCEMP)</b></p>

NoR(s)	No.	Condition
		<p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to any Outline Plan being submitted</p> <p>(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:</p> <p>(i) At least 18 months prior to any Outline Plan being submitted, the Requiring Authority shall identify:</p> <ul style="list-style-type: none"> <li>A. The properties whose owners will be engaged with;</li> <li>B. A list of key stakeholders, community groups, organisations and businesses who will be engaged with;</li> <li>C. Methods and timing to engage with landowners and occupiers whose access is directly affected.</li> </ul> <p>(ii) The SCEMP shall include:</p> <ul style="list-style-type: none"> <li>A. Details of (b)(i)A to C;</li> <li>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);</li> <li>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;</li> <li>D. methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</li> <li>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; and</li> <li>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> <p>(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.</p>
2	9.	<p><b>Cultural Advisory Report</b></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"> <li>(i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) Identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and the Cultural Monitoring Plan referred to in Conditions <b>10</b> and <b>15</b>.</li> <li>(vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.</li> </ul> <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 <b>9(b)</b> and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>

NoR(s)	No.	Condition
8	9.	<p><b>Cultural Advisory Report</b></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"> <li>(i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) Identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, Historic Heritage Management Plan and the Cultural Monitoring Plan referred to in Conditions <b>10</b>, <b>15</b> and <b>21</b>.</li> <li>(vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.</li> </ul> <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 <b>9(b)</b> and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>
2	10.	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></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"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.</li> </ul> <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 <b>9</b> may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Conditions <b>8(b)(i)B</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"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> </ul>

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> <li>(ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) Promotes inclusive access (where appropriate); and</li> <li>(iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul> <p>(g) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;</li> <li>B. Roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. Architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>D. Architectural and landscape treatment of noise barriers;</li> <li>E. Landscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. Integration of passenger transport;</li> <li>G. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; and</li> <li>H. Re-instatement of construction and site compound areas, driveways, accessways and fences.</li> </ul> </li> </ul> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. Identification of existing trees and vegetation that will be retained and any planting requirements under the Ecological Management Plan (Condition 24). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. Street trees, shrubs and ground cover suitable for the location;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands and swales;</li> <li>E. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>F. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iii) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> <li>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul> <p><b>Advice Note:</b></p> <p><i>This designation is 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</i></p>

NoR(s)	No.	Condition
		<i>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>
8	10.	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></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"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.</li> </ul> <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>(i) Key stakeholders identified through Conditions 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>(d) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(iv) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(e) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) Promotes inclusive access (where appropriate); and</li> <li>(iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul> <p>(f) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;</li> <li>B. Roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. Architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>D. Architectural and landscape treatment of noise barriers;</li> <li>E. Landscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. Integration of passenger transport;</li> <li>G. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</li> <li>H. Historic heritage places with reference to the HHMP (Condition 21); and</li> </ul> </li> </ul>

NoR(s)	No.	Condition
		<p>I. Re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(g) 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 <b>23</b>) and Tree Management Plan (Condition <b>24</b>); with reference to the Tree Management Plan. 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><b>Advice Note:</b></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>
<b>Specific Outline Plan Requirements</b>		
<b>2 and 8</b>		<p><b>Flood Hazard</b></p> <p>For the purpose of Condition <b>12</b>:</p> <p>(a) ARI – means Average Recurrence Interval</p> <p>(b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.</p> <p>(c) Flood prone area – means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.</p> <p>(d) 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.</p> <p>(e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways).</p> <p>(f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</p>
<b>2 and 8</b>	<b>11.</b>	<b>Flood Hazard</b>

NoR(s)	No.	Condition
		<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<b>2 and 8</b>	<b>12.</b>	<p><b>Existing property access</b></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>
<b>Construction Conditions</b>		
<b>2 and 8</b>	<b>13.</b>	<p><b>Construction Environmental Management Plan (CEMP)</b></p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) 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;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;</li> <li>(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;</li> <li>(xi) procedures for responding to complaints about Construction Works; and</li> <li>(xii) methods for amending and updating the CEMP as required.</li> </ul>

NoR(s)	No.	Condition
2 and 8	14.	<p><b>Complaints Register</b></p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) The outcome of the investigation into the complaint;</li> <li>(v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
2 and 8	15.	<p><b>Cultural Monitoring Plan</b></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 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"> <li>(i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</li> </ul> <p>(b) 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><b>Advice Note:</b> <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>
2 and 8	16.	<p><b>Construction Traffic Management Plan (CTMP)</b></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"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists;</li> <li>(vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> </ul>



NoR(s)	No.	Condition																																																										
		<p>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).</p> <p>(ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</p> <p>(x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded.</p> <p>(b) 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.</p>																																																										
<b>2 and 8</b>	<b>17.</b>	<p><b>Construction Noise Standards</b></p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p><b>Table 17.1: Construction noise standards</b></p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>A</sub>F<sub>max</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;"><b>Occupied activity sensitive to noise</b></td> </tr> <tr> <td rowspan="4">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;"><b>Other occupied buildings</b></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 17.1 is not practicable, the methodology in Condition 20 shall apply.</p>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>	<b>Occupied activity sensitive to noise</b>				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	<b>Other occupied buildings</b>				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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NoR(s)	No.	Condition																						
2 and 8	18.	<p><b>Construction Vibration Standards</b></p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 'Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures' and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p><b>Table 18.1: Construction vibration criteria</b></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>1mm/s ppv</td> </tr> <tr> <td>Daytime 0630h – 2000h</td> <td>1mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h – 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td rowspan="2">All other buildings</td> <td>At all other times Vibration transient</td> <td>5mm/s ppv</td> <td>BS 5228-2* Table B2</td> </tr> <tr> <td>At all other times Vibration continuous</td> <td>5mm/s ppv</td> <td>BS 5228-2* 50% of Table B2 values</td> </tr> </tbody> </table> <p>* Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</p> <p>**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</p> <p>(b) Where compliance with the vibration standards set out in Table 18.1 is not practicable, the methodology in Condition 20 shall apply</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h – 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h – 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h – 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
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2 and 8	19.	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities would occur;</li> <li>(iii) The construction noise and vibration standards for the project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) A hierarchy of management and mitigation options including any requirements to limit night and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> </ul>																						

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> <li>(vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) Contact details of the Project Liaison Person;</li> <li>(ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 17] and/or vibration standards [Condition 18] Category A or Category B will not be practicable.</li> <li>(xi) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels;</li> <li>(xii) Procedures for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.</li> <li>(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</li> <li>(xiv) Requirements for review and update of the CNVMP.</li> </ul>
<b>2 and 8</b>	<b>20.</b>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:           <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 17;</li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:           <ul style="list-style-type: none"> <li>(i) Construction activity location, start and finish times;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance;</li> <li>(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;</li> <li>(v) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(vi) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul> </li> <li>(c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule.</li> <li>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</li> </ul>
<b>8</b>	<b>21.</b>	<b>Historic Heritage Management Plan (HHMP)</b>

NoR(s)	No.	Condition
		<p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) Methods to acknowledge cultural values identified through Condition 9 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;</li> <li>C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to 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 15); and</li> </ul> </li> </ul> <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><b>Accidental Discoveries</b></p> <p><b>Advice Note:</b></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</i></p>
2 and 8	22.	<p><b>Pre-Construction Ecological Survey</b></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>

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> <li>(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i><sup>1</sup> are still present;</li> <li>(ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.</li> </ul> <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition 22(a)(i) and that effects are likely in accordance with Condition 22(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
2	23.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> <li>(i) If an EMP is required in accordance with Condition 22(b) for the presence of long tail bats:           <ul style="list-style-type: none"> <li>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.</li> <li>B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>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);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> </li> <li>(ii) If an EMP is required in accordance with the Condition 22(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):           <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.</li> </ul> </li> <li>(iii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk wetland birds:           <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</li> <li>C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</li> <li>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:               <ul style="list-style-type: none"> <li>i. a 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;</li> </ul> </li> </ul> </li> </ul>

<sup>1</sup> Schedule 2 in NoR 2 Drury – Pukekohe Link and NoR 8 Mill Road and Pukekohe East Road Upgrade

NoR(s)	No.	Condition
		<ul style="list-style-type: none"> <li>ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</li> <li>iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>Advice Note:</b></p> <p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>(i) Stream and/or wetland restoration plans;</li> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
8	23.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> <li>(i) If an EMP is required in accordance with Condition 22(b) for the presence of long tail bats:           <ul style="list-style-type: none"> <li>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.</li> <li>B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>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);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> </li> <li>(ii) If an EMP is required in accordance with the Condition 22(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):           <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.</li> </ul> </li> <li>(iii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk wetland birds:           <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</li> <li>C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent</li> </ul> </li> </ul>

NoR(s)	No.	Condition
		<p>to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</p> <p>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <ol style="list-style-type: none"> <li>i. 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;</li> <li>ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</li> <li>iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ol> <p>(iv) If an EMP is required in accordance with Condition <b>22(b)</b> for the presence of native lizards:</p> <ol style="list-style-type: none"> <li>A. A description of the methodology and timing for survey, trapping and relocation of lizards rescued;</li> <li>B. A description of the relocation site(s), including: <ol style="list-style-type: none"> <li>i. any measures to ensure the relocation site remains available;</li> <li>ii. any weed and pest management to ensure the relocation site is maintained as appropriate habitat.</li> </ol> </li> <li>C. A post vegetation clearance search for remaining lizards; and</li> <li>D. Any proposed monitoring.</li> </ol> <p>(v) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p><b>Advice Note:</b></p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ol style="list-style-type: none"> <li>(vi) Stream and/or wetland restoration plans;</li> <li>(vii) Vegetation restoration plans; and</li> <li>(i) Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ol>
<b>8</b>	<b>24.</b>	<p><b>Tree Management Plan</b></p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in <i>Schedule 3: Trees to be included in the Tree Management Plan</i>.</p> <p>(b) The Tree Management Plan shall:</p> <ol style="list-style-type: none"> <li>(i) confirm that the trees listed in Schedule 3 still exist; and</li> <li>(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: <ol style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition <b>10</b>);</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> </ol> </li> </ol>

NoR(s)	No.	Condition
		<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>
<b>2 and 8</b>	<b>25.</b>	<p><b>Network Utility Management Plan (NUMP)</b></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> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) protect and where necessary, relocate existing network utilities;</li> <li>(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</li> <li>(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.</li> </ul> <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>
<b>Operational Conditions</b>		
<b>2 and 8</b>	<b>26.</b>	<p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.</p> <p>(b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.</p>
<b>2 and 8</b>		<p><b>Traffic Noise</b></p> <p>For the purposes of Conditions <b>27 to 40</b>:</p> <ul style="list-style-type: none"> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(b) Design year has the same meaning as in NZS 6806;</li> <li>(c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> <li>(d) Habitable Space – has the same meaning as in NZS 6806;</li> <li>(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule [3]<sup>2</sup>: Identified PPFs Noise Criteria Categories</i>;</li> <li>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);</li> </ul>

<sup>2</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade



NoR(s)	No.	Condition
		<p>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation;</p> <p>(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule [3]<sup>3</sup>: 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; and</p> <p>(l) Structural Mitigation – has the same meaning as in NZS 6806.</p>
<b>2 and 8</b>	<b>27.</b>	<p>The Noise Criteria Categories identified in <i>Schedule [3]<sup>4</sup>: Identified PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions <b>26 to 40</b> (all traffic noise conditions).</p> <p>The Noise Criteria Categories at the PPFs identified in <i>Schedule [3]<sup>5</sup>: Identified PPFs Noise Criteria Categories</i> do not need to be complied with where:</p> <p>(a) the PPF no longer exists; or</p> <p>(b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.</p> <p>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>
<b>2 and 8</b>	<b>28.</b>	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]<sup>6</sup>: Identified PPFs Noise Criteria Categories</i> .
<b>2 and 8</b>	<b>29.</b>	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule [3]<sup>7</sup>: Identified PPFs Noise Criteria Categories</i> , taking into account the Selected Mitigation Options.
<b>2 and 8</b>	<b>30.</b>	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.
<b>2 and 8</b>	<b>31.</b>	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
<b>2 and 8</b>	<b>32.</b>	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.
<b>2 and 8</b>	<b>33.</b>	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 <sub>Aeq(24h)</sub> inside Habitable Spaces ('Category C Buildings').
<b>2 and 8</b>	<b>34.</b>	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

<sup>3</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade

<sup>4</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade

<sup>5</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade

<sup>6</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade

<sup>7</sup> Schedule 3 in NoR 2 Drury – Pukekohe Link and Schedule 4 in NoR 8 Mill Road and Pukekohe East Road Upgrade

NoR(s)	No.	Condition
		Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
<b>2 and 8</b>	<b>35.</b>	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition <b>34</b> above if:</p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</li> <li>(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</li> <li>(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 <b>34</b> above (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</li> </ul> <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
<b>2 and 8</b>	<b>36.</b>	<p>Subject to Condition <b>35</b> above, within six months of the assessment undertaken in accordance with Conditions <b>34</b> and <b>35</b>, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> <li>(a) If Building-Modification Mitigation is required to achieve 40 dB L<sub>Aeq(24h)</sub> inside habitable spaces; and</li> <li>(b) The options available for Building-Modification Mitigation to the building, if required; and</li> <li>(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.</li> </ul>
<b>2 and 8</b>	<b>37.</b>	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.
<b>2 and 8</b>	<b>38.</b>	<p>Subject to Condition <b>35</b>, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition <b>37</b> if:</p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition <b>35</b> (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</li> </ul>
<b>2 and 8</b>	<b>39.</b>	Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.
<b>2 and 8</b>	<b>40.</b>	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

## Drury - Pukekohe Link - Attachments

### Schedule 1: General Accordance Plans and Information

#### Project Description

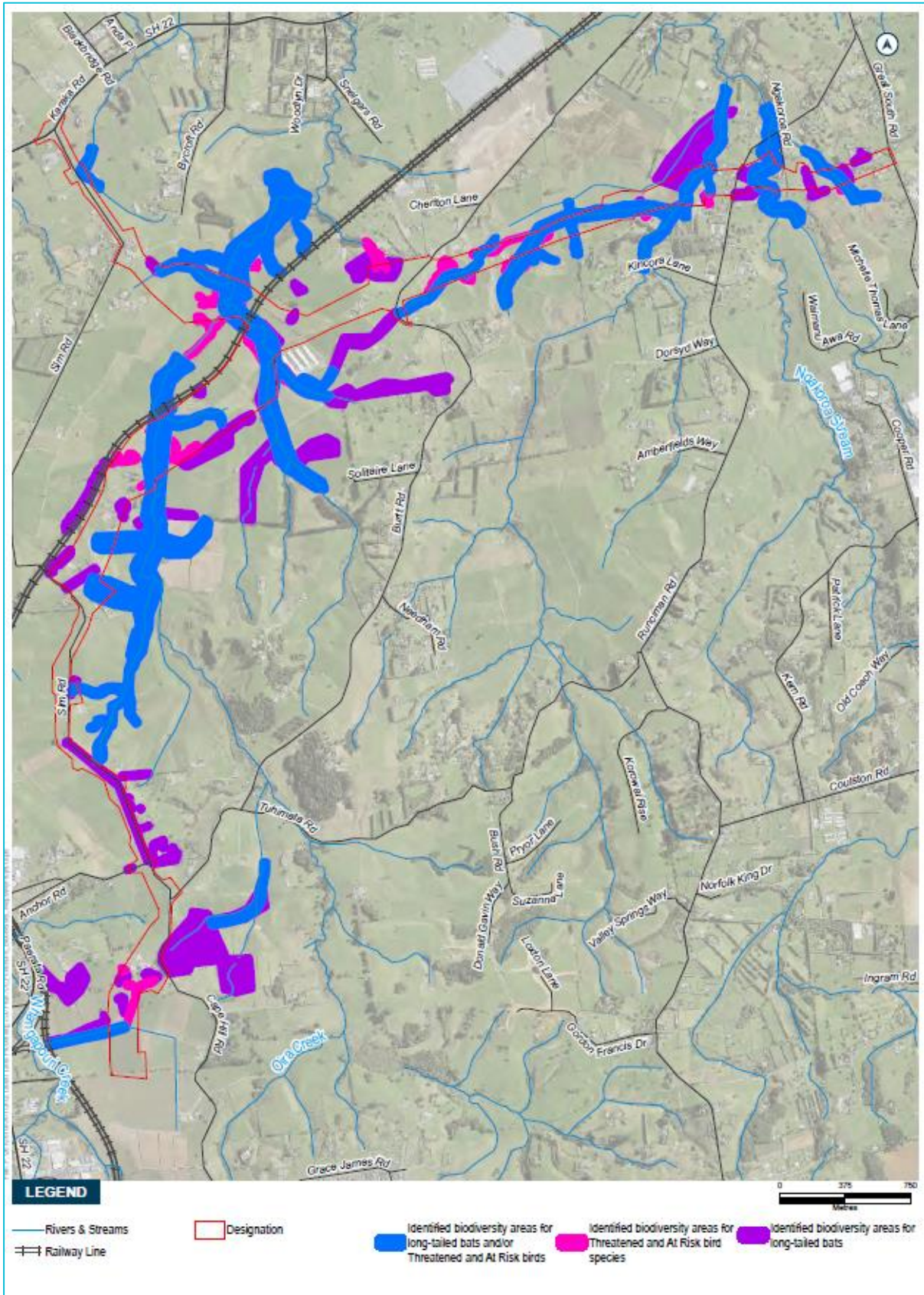
The proposed work is the construction, operation, maintenance and improvement of a state highway from Drury to Pukekohe including cycleway and / or shared path and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- A state highway with cycleway and / or shared path.
- Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

#### Concept Plan



**Schedule 2: Ecological Management Plan - Identified Biodiversity Areas**



### Schedule 3: Identified PPFs Noise Criteria Categories

Schedule: PPFs assessed against New Road Criteria

PPF Address	Noise Criteria Category
336 Burtt Road	A
338 Burtt Road	A
397 Burtt Road	B
419 Burtt Road	A
430 Burtt Road	A
393A Burtt Road	A
393B Burtt Road	A
393B Burtt Road	A
393C Burtt Road	A
276 Cape Hill Road	A
278 Cape Hill Road	A
287 Cape Hill Road	A
290 Cape Hill Road	A
334 Cape Hill Road	B
1222 Great South Road	A
1233 Great South Road	A
1236 Great South Road	B
1246 Great South Road	A
1255 Great South Road	A
1255 Great South Road	A
5 Ngakoroa Road	A
21A Ngakoroa Road	A
744 Runciman Road	B

PPF Address	Noise Criteria Category
761 Runciman Road	A
765 Runciman Road	A
765 Runciman Road	A
765 Runciman Road	A
767 Runciman Road	B
775 Runciman Road	B
815 Runciman Road	A
826 Runciman Road	A
763A Runciman Road	A
763B Runciman Road	A
763C Runciman Road	A
12 Sim Road	B
31 Sim Road	A
54 Sim Road	B
60 Sim Road	B
68 Sim Road	A
72 Sim Road	A
83 Sim Road	A
90 Sim Road	A
94 Sim Road	A
108 Sim Road	A
109 Sim Road	A
111 Sim Road	A
328 Sim Road	A
393 Sim Road	B

PPF Address	Noise Criteria Category
401 Sim Road	B
447 Sim Road	A
465 Sim Road	B
469 Sim Road	B
479 Sim Road	A
481 Sim Road	B
491 Sim Road	B
109C Sim Road	A
111A Sim Road	A
64 Tuhimata Road	A
143 Tuhimata Road	A

Schedule: PPFs assessed against Altered Road criteria

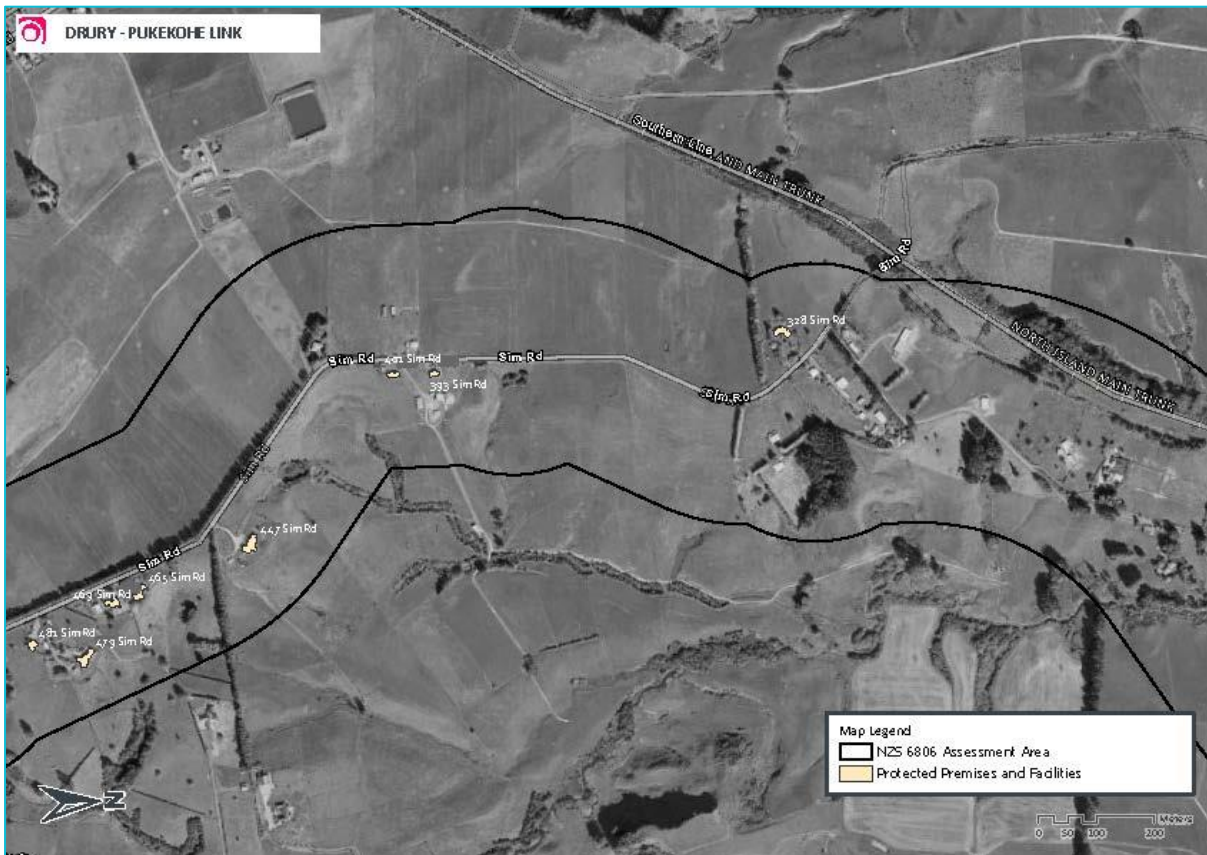
PPF Address	Category
494 Karaka Road	A
501 Karaka Road	A
539 Karaka Road	A
540 Karaka Road	A
12 Sim Road	A

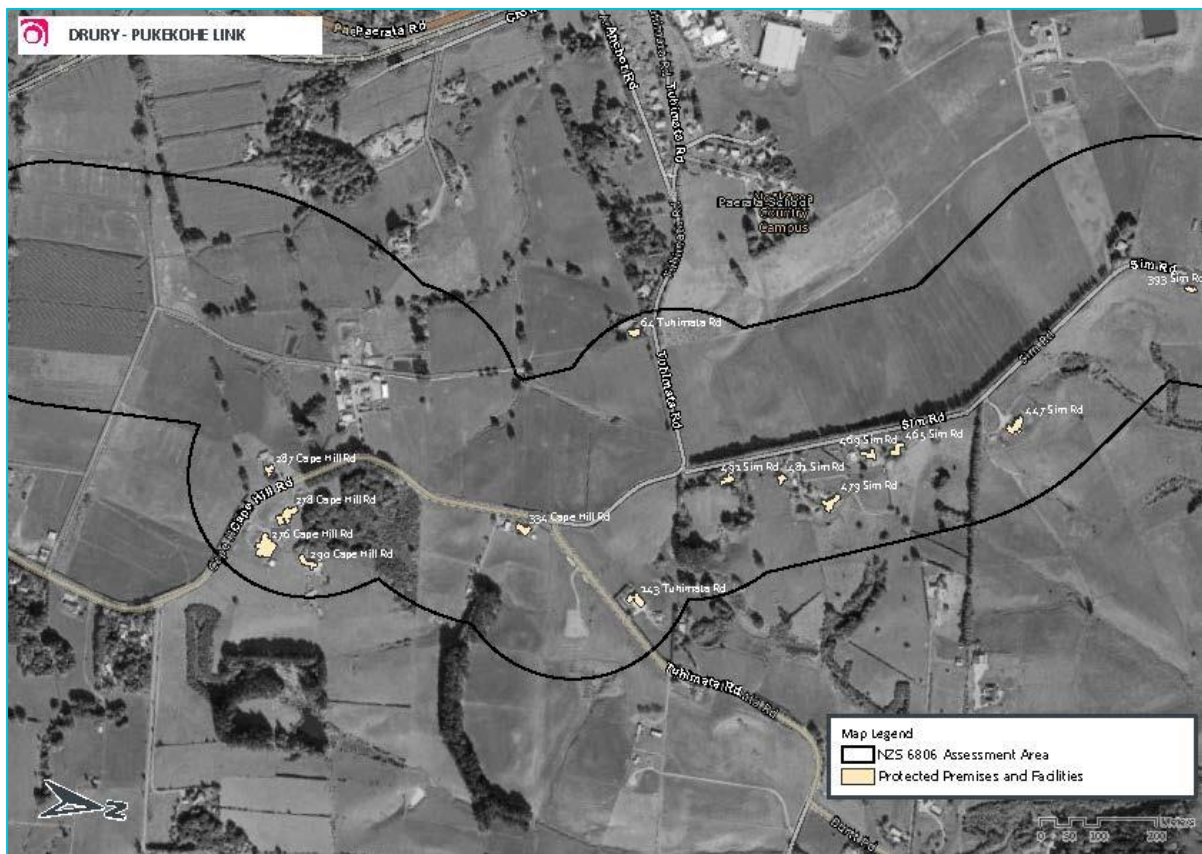
PPFs Location Map - assessed against New Road Criteria











## Mill Road and Pukekohe Road Upgrade (AC) – Attachments

### Schedule 1: General Accordance Plans and Information

#### Project Description

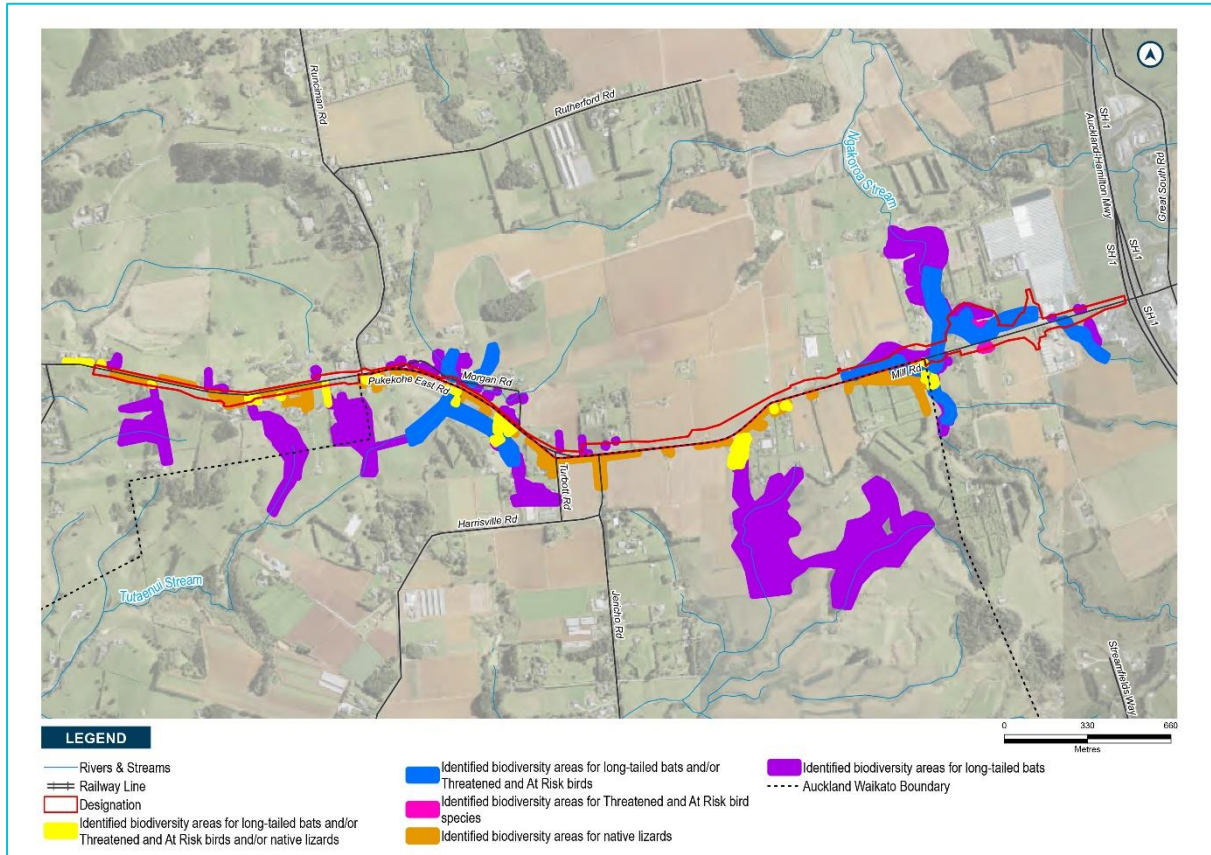
The proposed work is for the construction, operation, maintenance and improvement of a state highway and cycleway and / or shared path, and associated infrastructure between Pukekohe East Road, Pukekohe and the Bombay Interchange on Mill Road, Bombay. The proposed work is shown in the following Concept Plan and includes:

- A state highway including cycleway and / or shared path.
- Associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas and the re-grading of driveways.

#### Concept Plan



**Schedule 2: Ecological Management Plan - Identified Biodiversity Areas**



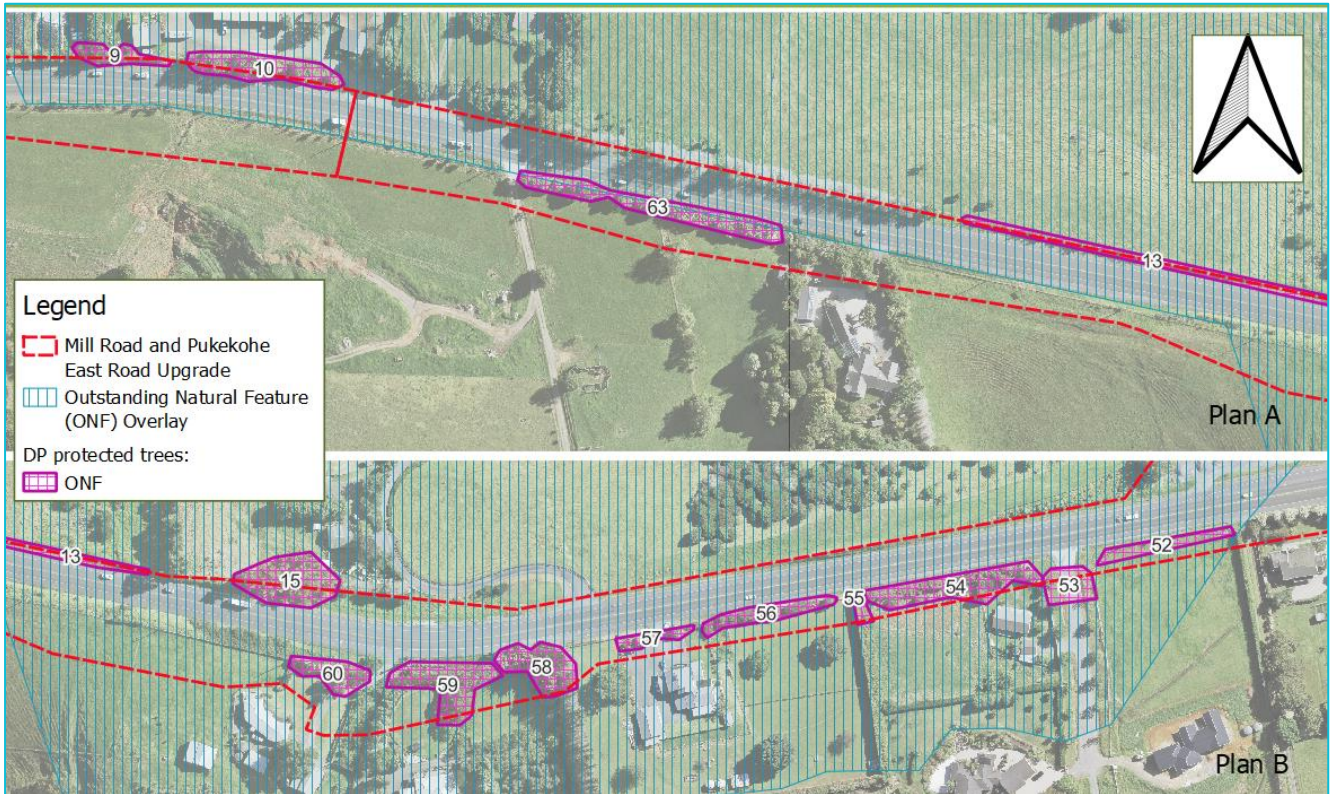
### Schedule 3: Trees to be included in the Tree Management Plan (Mill Road- Pukekohe East Road – Auckland jurisdiction)

#### Tree Schedule

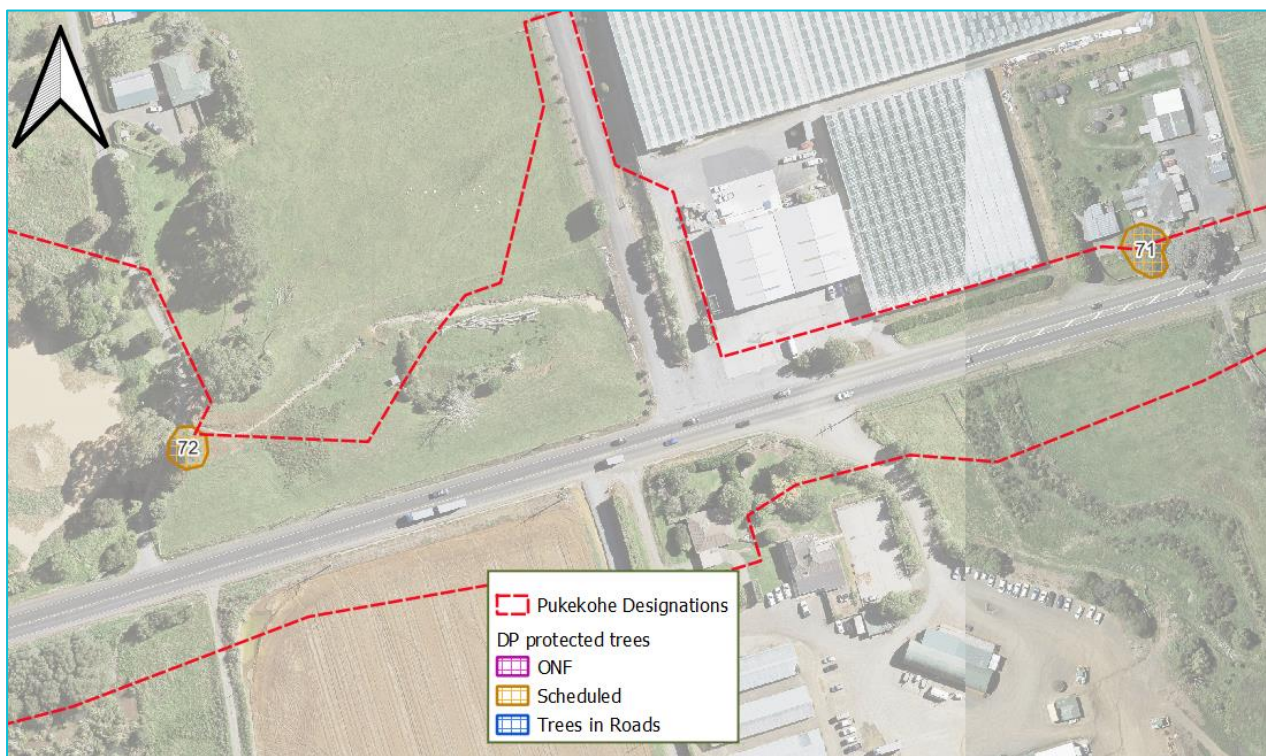
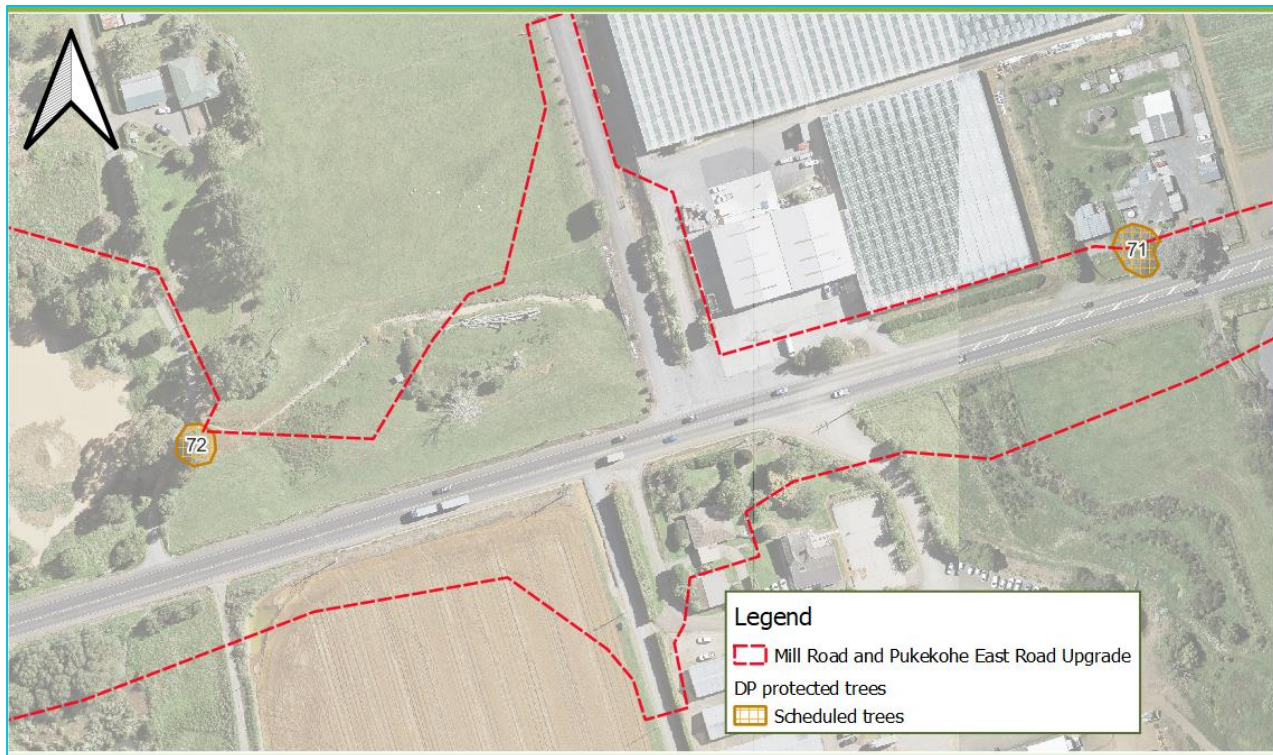
Tree No.	Species		Age class	Values	Life expectancy	Reason for protection (District Plan rules) as at October 2023 when the Notice of Requirement was lodged	Comments
	Common name	Botanical name					
8 / 9	privet, pine, totara, coast redwood	Ligustrum lucidum, Pinus radiata, Podocarpus totara, Sequoia sempervirens	Mature	Amenity, Screening	Long (>20 years)	ONF	Small group outside 131 Pukekohe East Road
8 / 10	coast banksia, silky oak, privet, American sweet gum, tulip tree	Banksia integrifolia, Grevillea robusta, Ligustrum lucidum, Liquidambar styraciflua, Liriodendron tulipifera	Mature	Amenity, Screening	Long (>20 years)	ONF	Group of about 15 trees outside 131 Pukekohe East Road
8 / 13	coast redwood	Sequoia sempervirens	Juvenile	Amenity	Long (>20 years)	ONF	Linear planting along fenceline
8 / 15	Lawson cypress, English oak	Chamaecyparis lawsoniana, Quercus robur	Mature	Amenity, Screening	Long (>20 years)	ONF	Oak trees overhang the designation boundary
8 / 22	English oak	Quercus robur	Mature	Amenity, Heritage	Long (>20 years)	Scheduled tree	Large specimen tree that overhangs the designation boundary
8 / 23	Norfolk Island pine	Araucaria heterophylla	Mature	Amenity, Heritage	Long (>20 years)	Scheduled tree group	Three large specimens with root zones extending into designation boundary
8 / 52	brush cherry, feijoa	Syzygium australe, Feijoa sellowiana	Mature	Amenity, Shelter	Long (>20 years)	ONF	Linear planting along fenceline at 220 Pukekohe East Road
8 / 53	London plane	Platanus X acerifolia	Mature	Amenity	Long (>20 years)	ONF	Avenue planting on driveway to 218A Pukekohe East Road
8 / 54	puka, tarata, kohuhu	Meryta sinclairii, Pittosporum eugenioides,	Mature	Amenity, Screening	Long (>20 years)	ONF	Dense screen along frontage of 216

Tree No.		Species		Age class	Values	Life expectancy	Reason for protection (District Plan rules) as at October 2023 when the Notice of Requirement was lodged	Comments
		Common name	Botanical name					
			Pittosporum tenuifolium					Pukekohe East Road
8 /	55	Japanese cedar	Cryptomeria japonica	Mature	Shelter	Medium (10-20 years)	ONF	Topped shelterbelt
8 /	56	photinia	Photinia glabra	Mature	Amenity, Screening	Medium (10-20 years)	ONF	Linear planting along front fenceline at 200 Pukekohe East Road
8 /	57	Italian cypress, cabbage tree palm, jelly palm	Cupressus sempervirens, Livistona australis, Butia capitata	Mature	Amenity	Long (>20 years)	ONF	Various ornamentals in garden at 200 Pukekohe East Road
8 /	58	camellia, tarata	Camellia japonica, Pittosporum eugenioides	Mature	Amenity	Long (>20 years)	ONF	Gateway to 196 Pukekohe East Road
8 /	59	melia, kohuhu	Melia azedarach, Pittosporum tenuifolium	Mature	Amenity, screening	Long (>20 years)	ONF	Front fenceline and garden of 196 Pukekohe East Road
8 /	60	titoki, puka, pohutukawa, tarata, kohuhu, puriri	Alectryon excelsus, Meryta sinclairii, Metrosideros excelsa, Pittosporum eugenioides, Pittosporum tenuifolium, Vitex lucens	Mature	Amenity	Long (>20 years)	ONF	Front boundary of 190 Pukekohe East Road
8 /	71	puriri	Vitex lucens	Mature	Heritage, Amenity	Long (>20 years)	Scheduled tree	Front yard of 203 Mill Road, Bombay
8 /	72	Coast redwood	Sequoia sempervirens	Mature	Heritage	Long (>20 years)	Scheduled tree	Part of large group around proposed stormwater wetland at 165C Mill Road, Bombay

Tree Plans



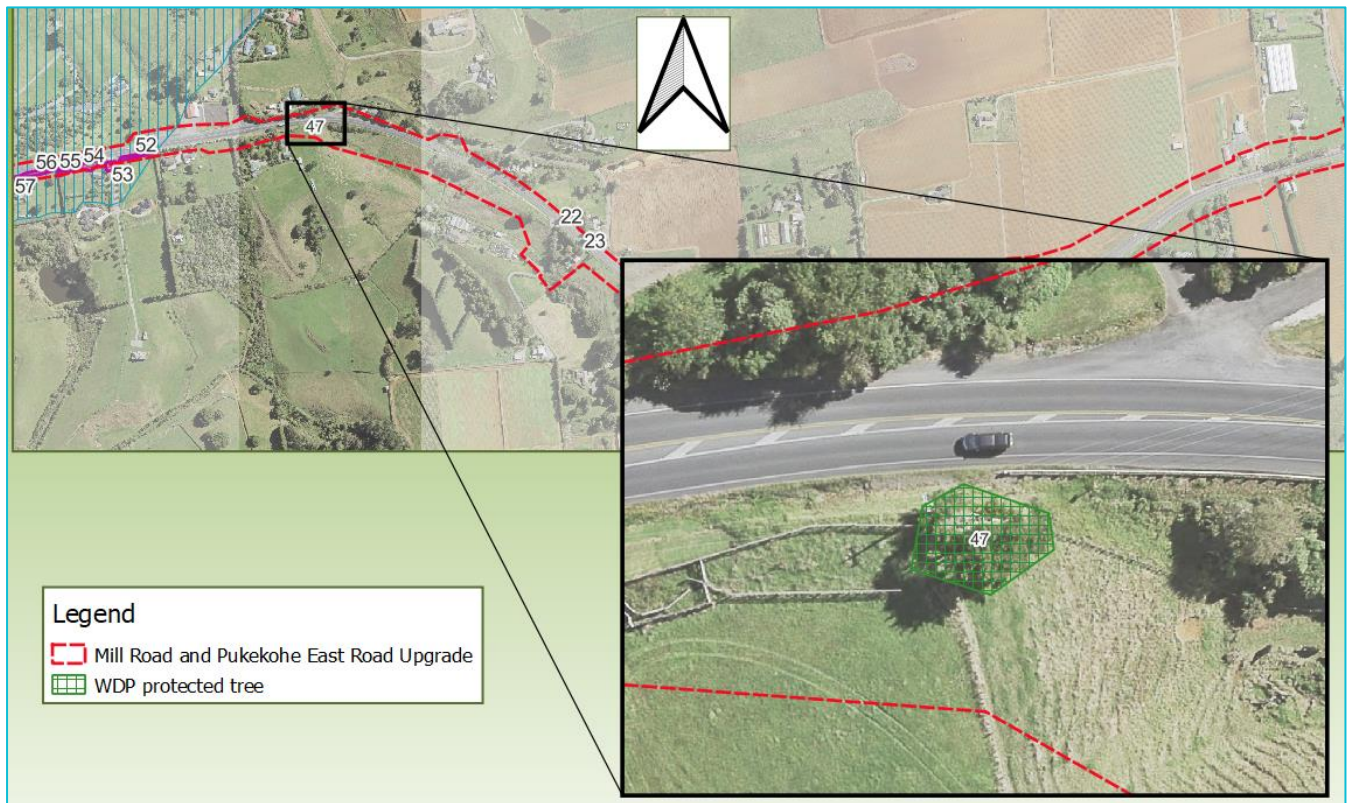




**Schedule 3: Trees to be included in the Tree Management Plan (Mill Road – Pukekohe East Road Upgrade – Waikato Jurisdiction)**

Tree No.	Species	Species		Age class	Values	Life expectancy	Reason for protection (District Plan rules) as at October 2023 when the Notice of Requirement was lodged	Comments
		Common name	Botanical name					
8/	47	totara	Podocarpus totara	Mature	Indigenous	Long (>20 years)	WDC	Solitary native tree inside designation

Tree Plans



## Schedule 4: Identified PPFs Noise Criteria Categories

PPFs assessed against Altered Road criteria

PPF Address	Noise Criteria Category
1 Jericho Road	A
3 Mill Road	A
5 Mill Road (1)	A
5 Mill Road (2)	A
11 Mill Road	A
15 Mill Road	A
64 Mill Road	A
80 Mill Road	A
87 Mill Road	A
90 Mill Road	A
93 Mill Road	A
104 Mill Road	A
105 Mill Road	A
144 Mill Road	A
168 Mill Road	A
182 Mill Road	B
203 Mill Road	B
139A Mill Road	A
165A Mill Road	A
52A Mill Road	A
311 Pukekohe East Road	A
11 Turbott Road	A

PPF Location Map

