

## FORM 18

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

TO: Auckland Council

FROM: Auckland Transport

**Auckland Transport as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA), gives notice of its requirement for a designation for a public work, being the construction, operation, maintenance and upgrade of transport infrastructure on Walters Road in Takaanini, which includes the closure of the existing level crossing on Walters Road, a new bridge with general traffic lanes and walking and cycling facilities across the North Island Main Trunk (NIMT) line, as well as local road connections and all associated works.**

#### SUMMARY

This Notice of Requirement (**NoR**) is the second of two NoRs required by Auckland Transport for the Takaanini Level Crossing Project (**TLC / the Project**) and is known as NoR 2. The Project is one of the transport works packages proposed for the Takaanini area as part of the Te Tupu Ngātahi Supporting Growth (**Te Tupu Ngātahi**) programme which is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency (**Waka Kotahi**). The Project is intended to respond to both existing transport deficiencies as well as provide for the forecasted future growth pressures in the area.

There are currently four public road level crossings along the North Island Main Trunk (**NIMT**) line in the Takaanini area at Spartan Road, Manuroa Road, Taka Street and Walters Road. Each of these east-west corridors experiences congestion, severance, and an elevated level of safety risk stemming from the operation of the level crossings at grade. These existing issues will be exacerbated by growth in the Takaanini area and an increase in train movements through Takaanini anticipated from KiwiRail's planned expansion of the NIMT line from two tracks to up to four tracks (**Four Tracking**) and the City Rail Link enabling works.

Safe and reliable east-west connections across the NIMT will be required to address these collective transport issues. Overall, the TLC Project proposes to achieve this through the closure and grade separation of the existing four level crossings in Takaanini, and a new grade separated crossing on the alignment of Manuia Road where no NIMT crossing currently exists. The works required for the TLC Project are located across five project areas at Spartan Road, Manuia Road, Manuroa Road, Taka Street and Walters Road.

NoR 2 is for the construction, operation, maintenance and upgrade of transport infrastructure within the Walters Road area of Takaanini which includes the closure of the existing level crossing at Walters Road, a new bridge with general traffic lanes and walking and cycling facilities across the NIMT line at Walters Road as well as local road connections and all associated works.

The extent of NoR 2 and the proposed designation boundaries are outlined below.



The purpose of NoR 2 is consistent with the activities outlined above. In general terms, the activities to be enabled by the designation include corridor widening, intersection upgrades, access lanes, environmental mitigation, temporary construction areas, ancillary structures and other activities required for the implementation of the Project.

The project objective for NoR 2 is:

Provide east-west transport improvements crossing the NIMT line in Takaanini that:

- Enables safe movements across the NIMT line;
- Supports the east-west movement of all users across the NIMT and its line capacity;
- Supports growth and enhanced access to economic and social opportunities;
- Improves the resilience, efficiency and reliability of the network; and
- Supports mode shift by improving active mode facilities and travel choice.

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain and maintain any roads and ancillary activities that form part of the Auckland Transport system.



## THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of NoR 2 is shown on the Designation Plans included in **Attachment A** of this Notice. The land directly affected by NoR 2 is identified in the Schedule of Directly Affected Properties included in **Attachment B** of this Notice.

## THE NATURE OF THE PROPOSED WORKS IS:

The proposed work is for the for the construction, operation, maintenance, and upgrade of transport infrastructure within the Walters Road Project area in Takaanini. The nature of the proposed work is described in detail in *Section 3.3: Overview of the Project* and *Section 9.2: Construction methodology* of the accompanying Assessment of Effects on the Environment (**AEE**). However, in summary, the proposed works include:

- Closure of the existing level crossing on Walters Road and construction of a new bridge with general traffic lanes and walking and cycling facilities;
- Associated works including but not limited to intersections, access lanes, active mode facilities, embankments, retaining walls, culverts, stormwater management systems;
- Changes to local roads, where the proposed works intersect with local roads; and
- Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

## THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

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

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

The AEE contains a detailed description of the existing and likely future environment (Section 9.7), an assessment of the effects on the environment from the Project and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 11) which include design and condition requirements.

### Positive Effects

The positive effects of the Project are elaborated on in Section 11.1 of the AEE. However, in summary, the Project will:

- Provide transport infrastructure critical to the safe, efficient and reliable operation of the transport network for all users and enabling safe east-west movements across the NIMT;
- Improve integration of and connectivity between land use on either side of the NIMT;
- Provide better access to social and economic opportunities for Takaanini and southern Auckland;
- Provide improved and safe walking and cycling facilities in the network and improved integration with existing and future public transport networks which support mode shift and travel choice;
- Enable the growth, function and operation of the Takaanini industrial area;



- Support opportunities for higher density urban development on either side of the NIMT and around Takaanini Station;
- Increase canopy cover in southern Auckland and improve the streetscape through the provision of street trees and vegetation within the project areas;
- Provide for the inclusion of green stormwater infrastructure; and
- Provides opportunities to enhance the character and identity of the neighbourhoods through future design and partnership with Manawhenua.

## Adverse Effects

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

- Transport (Section 11.2 of the AEE);
- Landscape (Section 11.3 of the AEE);
- Noise and Vibration (Section 11.4 of the AEE);
- Arboriculture (Section 11.5 of the AEE);
- Terrestrial ecology (Section 11.6 of the AEE);
- Flooding (Section 11.7 of the AEE);
- Social (Section 11.8 of the AEE);
- Property (Section 11.9 of the AEE);
- Archaeological and built heritage (Section 11.10 of the AEE); and
- Network Utilities 11.11 of the AEE).

The AEE draws on information provided in the Technical Assessment Reports (contained in Volume 4 of the AEE) to assess and provide recommended mitigation measures as appropriate.

An urban design evaluation is also included in Volume 4 of the AEE to provide urban design commentary on the concept design of the proposed TLC.

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

A range of alternatives have been investigated for achieving the project objective including locations, form and function and reconfiguration of crossings.

The assessment of alternatives process has generally followed a long list to short list through to recommended option process. The long list options started at the broadest feasible area and progressively narrowed down the area to the recommended network of crossing closures and crossing replacements. Due to the interrelationship between each east-west connection in the Takaanini network and flow on effects from each possible closure, scenario testing and modelling has been used through the optioneering process to determine the optimum TLC east-west network (i.e., combination of crossing closures and grade-separated crossing replacements). While this NoR is for works to enable one crossing, it has also been evaluated considering its role as part of the whole TLC network .

The process by which Auckland Transport considered alternative sites, routes and methods for NoR 2 is detailed in *Appendix A: Assessment of Alternatives* of the AEE and summarised in *Section 5: Assessment of Alternatives* of the AEE. The development of NoR 2 was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner



feedback along with specialist assessment inputs.

## **THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY:**

The work and designation are reasonably necessary to meet the objectives of Auckland Transport. Refer to *Section 6: Whether the work and designation are reasonably necessary for achieving the objectives* and *Section 12: Statutory Assessment* of the AEE to see the specific assessment of the Project against the Project objective and against the relevant statutory criteria.

Auckland Transport's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (**LGA**) is "*to contribute to an effective, efficient, and safe Auckland land transport system in the public interest*". NoR 2 will assist Auckland Transport in meeting this objective.

The Auckland Transport project objective for NoR 2 is set out below:

Provide east-west transport improvements crossing the NIMT line in Takaanini that:

- Enables safe movements across the NIMT line;
- Supports the east-west movement of all users across the NIMT and its line capacity;
- Supports growth and enhanced access to economic and social opportunities;
- Improves the resilience efficiency and reliability of the network; and
- Supports mode shift by improving active mode facilities and travel choice.

NoR 2 is reasonably necessary for achieving the project objective because it will:

- Provide for a new bridge crossing the NIMT and associated infrastructure in Takaanini that enable safe east-west movements across the NIMT and is critical to support the safe, resilient, efficient, and reliable operation of the transport network for all users (Section 11.1 of the AEE);
- Enable work that removes the existing conflict points between rail (north-south movements) and all other users (east-west movements) at Walters Road (Section 11.1 of the AEE);
- Enable work that supports the NIMT line operating independent of the east-west movements across the NIMT, providing for the line's wider social and economic function (i.e., freight and passenger services) (Section 11.1 of the AEE);
- Support opportunities for intensification by public agencies and private developers around the proposed transport improvements (Section 9.7 of the AEE);
- Provide for improved and safe walking and cycling facilities in the network and improved integration with existing and future public transport networks which support mode shift and travel choice which are aligned with Auckland Transport's Vision Zero Strategy which aims for no deaths or serious injuries on the transport system by 2050 (Section 11.1 of the AEE); and
- Provide an improved east-west connection within the network which enhances access to economic and social opportunities (Section 11.1 of the AEE); and
- Improve environmental and cultural outcomes (i.e., increased vegetation and green infrastructure) (Section 11.1 of the AEE).

The proposed designation is reasonably necessary as it identifies and protects land required for the Project and will enable Auckland Transport to carry out the proposed work in due course.



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

NoR 2 may require resource consents for a number of activities to enable the proposed work. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for NoR 2 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;
- Resource consents for the following activities under the Auckland Unitary Plan: Operative in part:
  - Bulk earthworks and associated discharge of sediment;
  - Stormwater discharge to land or water;
  - Discharge of contaminants to land;
  - Water take, use and diversion;
  - Temporary construction works; and
- At this stage, no relocation of Transpower’s pylons or transmission lines is anticipated and therefore no resource consents will be required under the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009.

## **THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:**

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

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

## **EXTENDED LAPSE PERIOD PROPOSED:**

Pursuant to section 184(1)(c) of the RMA, a lapse period of 15 years is required for the implementation of the proposed designation. This will ensure protection of the land required for the Project from inappropriate development until the Project works can commence when funding is allocated.


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

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

- Volume 2: Assessment of Effects on the Environment;
- Volume 3: General Arrangement Plans; and



- Volume 4: Supporting Technical Assessment Reports.

  
Signed on behalf of Auckland Transport

Nesh Pillay

Planning and Acquisition Manager pursuant to authority delegated by Auckland Transport

Dated: 09/10/2023

**Attachment A** – Designation Plans

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

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



**Attachment A – Designation Plans**



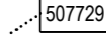


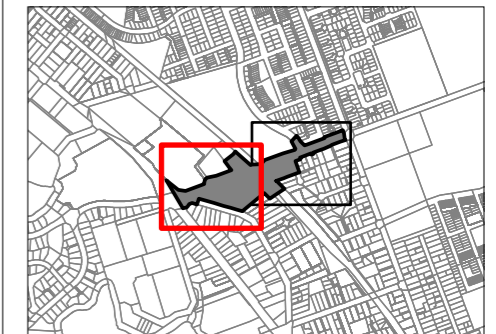


### Designation Plan

Land to be Designated  
Walters Road Bridge

#### Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

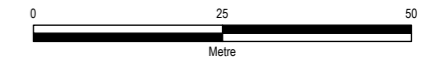


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| Revision | Author | Verified | Approved | Date       |
|----------|--------|----------|----------|------------|
| 1        | BAP    | RR9      | AG       | 26/06/2023 |



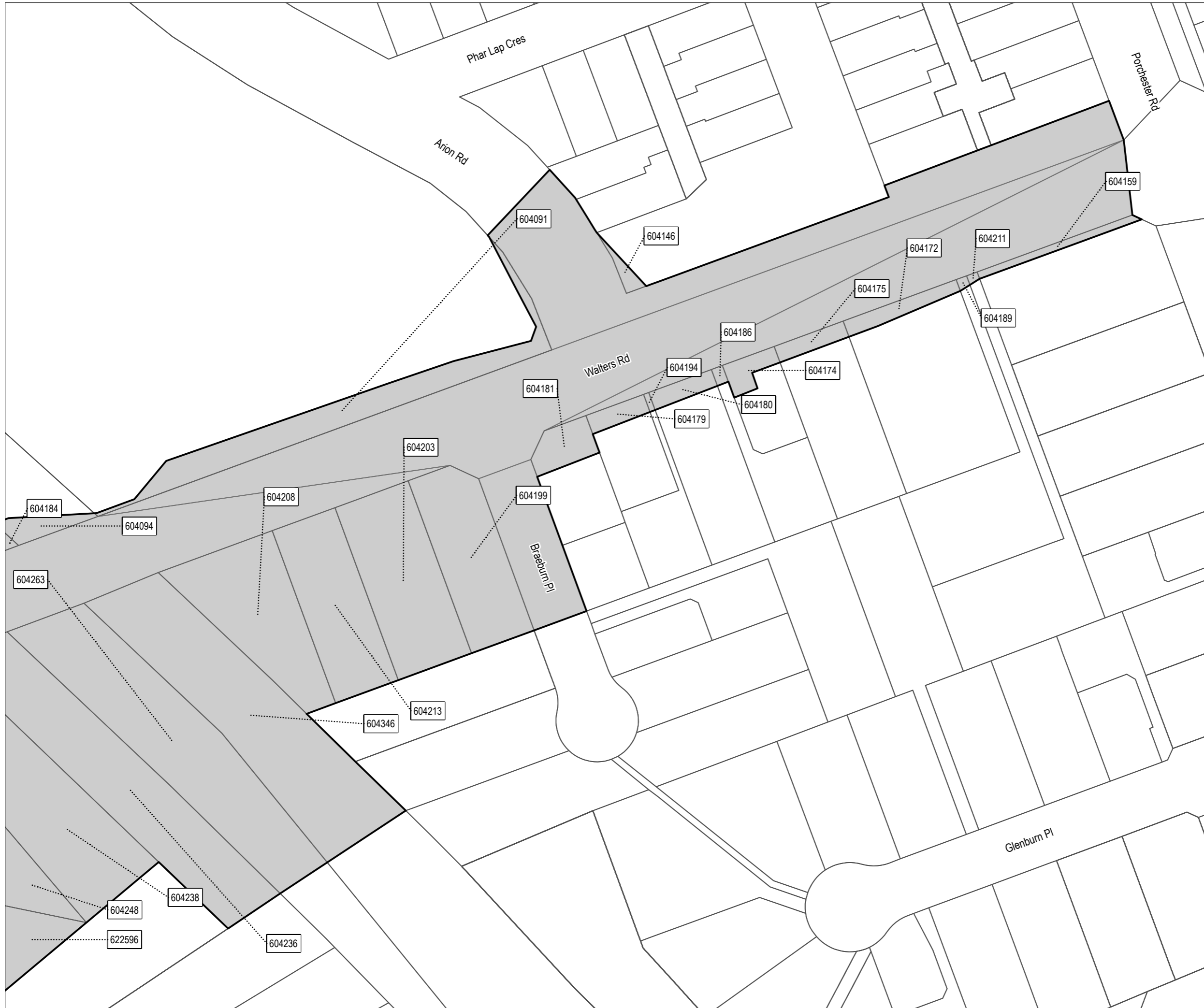
Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Takaanini Level Crossings**

Drawing No: **SGA-PA-S-TLC-005**  
Sheet No : 1 of 2



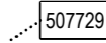


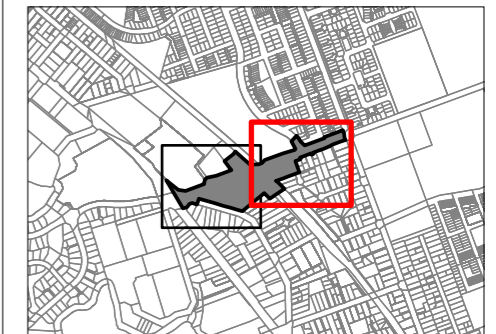


### Designation Plan

Land to be Designated  
Walters Road Bridge

#### Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

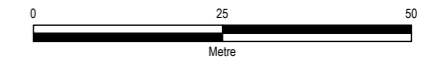


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| 1        | BAP    | RR9      | AG       | 26/06/2023 |



Client:  
**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

Project:  
**Takaanini Level Crossings**

Drawing No:  
**SGA-PA-S-TLC-005**  
Sheet No : 2 of 2





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

| Property ID               | Address                 | Title Number | Legal Description      | Approx Land to be designated (m <sup>2</sup> ) | Sheet No |
|---------------------------|-------------------------|--------------|------------------------|--|----------|
| Walters Road project area |                         |              |                        |  |          |
| 604091                    | 30 Walters Road         | 118586       | Lot 1 DP 329052        | 854  | 1        |
| 604091                    | <Null>                  | 618708       | Lot 1 DP 329052        | 854  | 1        |
| 604094                    | Railway Network         | <Null>       | Railway Land SO 318134 | 121  | 1        |
| 604146                    | 40R Walters Road        | 463755       | Lot 17 DP 404252       | 47   | 2        |
| 604152                    | 6 Walters Road          | 105792       | Lot 2 DP 326112        | 225  | 1        |
| 604159                    | 166 Porchester Road     | NA473/49     | Lot 1 DP 21172         | 93   | 2        |
| 604168                    | 20A Walters Road        | 751490       | Lot 1 DP 502145        | 656  | 1        |
| 604172                    | 41 Walters Road         | NA1613/67    | Lot 1 DP 46472         | 136  | 2        |
| 604173                    | 7/230 Great South Road  | 202952       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 8/230 Great South Road  | 202953       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 9/230 Great South Road  | 202954       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 10/230 Great South Road | 202955       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 11/230 Great South Road | 202956       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 12/230 Great South Road | 202957       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 14/230 Great South Road | 202958       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 15/230 Great South Road | 202959       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 16/230 Great South Road | 202960       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 17/230 Great South Road | 202961       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 18/230 Great South Road | 202962       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 19/230 Great South Road | 202963       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 20/230 Great South Road | 202964       | Lot 3 DP 326112        | 234  | 1        |
| 604173                    | 21/230 Great South Road | 202965       | Lot 3 DP 326112        | 234  | 1        |



|        |                          |            |                 |      |   |
|--------|--------------------------|------------|-----------------|------|---|
| 604173 | 22/230 Great South Road  | 202966     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 23/230 Great South Road  | 202967     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 24/230 Great South Road  | 202968     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 25/230 Great South Road  | 202969     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 26/230 Great South Road  | 202970     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 6/230 Great South Road   | 202971     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 5/230 Great South Road   | 202972     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 3/230 Great South Road   | 202973     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 3/230 Great South Road   | 202974     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 1/230 Great South Road   | 202975     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 2/230 Great South Road   | 202976     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 13/230 Great South Road  | 202977     | Lot 3 DP 326112 | 234  | 1 |
| 604173 | 228-230 Great South Road | 202978     | Lot 3 DP 326112 | 234  | 1 |
| 604174 | 37 Walters Road          | 356819     | Lot 1 DP 389256 | 103  | 2 |
| 604175 | 39 Walters Road          | NA993/136  | Lot 1 DP 37776  | 94   | 2 |
| 604179 | 33 Walters Road          | NA131D/64  | Lot 1 DP 203114 | 89   | 2 |
| 604180 | 35 Walters Road          | NA1611/53  | Lot 8 DP 39327  | 91   | 2 |
| 604181 | 31 Walters Road          | NA119B/513 | Lot 1 DP 189385 | 183  | 2 |
| 604184 | 20 Walters Road          | 751491     | Lot 2 DP 502145 | 2765 | 1 |
| 604186 | 37A Walters Road         | 356820     | Lot 2 DP 389256 | 16   | 2 |
| 604189 | 43 Walters Road          | NA8A/1387  | Lot 9 DP 54046  | 10   | 2 |
| 604191 | 12 Walters Road          | 69864      | Lot 1 DP 317814 | 1239 | 1 |
| 604194 | 33A Walters Road         | NA131D/65  | Lot 2 DP 203114 | 9    | 2 |
| 604199 | 27 Walters Road          | NA1032/100 | Lot 4 DP 39327  | 901  | 2 |
| 604203 | 25 Walters Road          | NA1032/99  | Lot 3 DP 39327  | 1074 | 2 |
| 604208 | 21 Walters Road          | NA8A/1058  | Lot 1 DP 39327  | 1043 | 2 |
| 604211 | 45 Walters Road          | NA6A/1116  | Lot 10 DP 54046 | 8    | 2 |



|        |                  |           |                           |      |   |
|--------|------------------|-----------|---------------------------|------|---|
| 604213 | 23 Walters Road  | NA69A/662 | Lot 2 DP 39327            | 921  | 2 |
| 604236 | 15 Walters Road  | NA731/267 | Lot 1 DP 17857            | 1801 | 1 |
| 604238 | 15 Walters Road  | NA958/230 | Lot 2 DP 17857            | 1813 | 1 |
| 604239 | 9 Walters Road   | NA928/192 | Lot 4 DP 17857            | 1013 | 1 |
| 604243 | 6 Tironui Road   | NA404/272 | Lot 5 DP 17857            | 1014 | 1 |
| 604248 | 11 Walters Road  | NA951/42  | Lot 3 DP 17857            | 2026 | 1 |
| 604255 | 4 Tironui Road   | NA84B/195 | Lot 1 DP 142051           | 2025 | 1 |
| 604255 | 2/4 Tironui Road | NA84B/196 | Lot 1 DP 142051           | 2025 | 1 |
| 604255 | 3/4 Tironui Road | NA84B/197 | Lot 1 DP 142051           | 2025 | 1 |
| 604257 | 1-3 Walters Road | NA462/290 | Part Lot 7 DP 17857       | 2002 | 1 |
| 604263 | 19R Walters Road | NA5C/140  | Part Lot 29 DP 17857      | 1915 | 1 |
| 604268 | 6 Tironui Road   | NA404/272 | Lot 9 DP 17857            | 1013 | 1 |
| 604346 | Railway Network  | <Null>    | Railway Land SO<br>318133 | 2045 | 1 |
| 622595 | 8 Tironui Road   | NA1900/46 | Lot 10 DP 17857           | 1013 | 1 |
| 622596 | 10 Tironui Road  | NA440/75  | Lot 11 DP 17857           | 2024 | 1 |



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

## NOTICES OF REQUIREMENT FOR THE TAKAANINI LEVEL CROSSINGS PROJECT (NoRs 1 to 2)

### Abbreviations and definitions

| Acronym/Term  | Definition   |
|---|--|
| Activity sensitive to noise   | Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.   |
| AUP   | Auckland Unitary Plan  |
| BPO or Best Practicable Option  | Has the same meaning as in section 2 of the RMA 1991   |
| CEMP  | Construction Environmental Management Plan   |
| Certification of material changes to management plans and CNVMP Schedules | <p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(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</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul> |
| CNVMP   | Construction Noise and Vibration Management Plan   |
| CNVMP Schedule or Schedule  | A schedule to the CNVMP  |
| Completion of Construction  | When construction of the Project (or part of the Project) is complete and it is available for use.   |
| Construction Works  | Activities undertaken to construct the Project excluding Enabling Works  |
| Council   | Auckland Council   |
| CTMP  | Construction Traffic Management Plan   |
| Developer   | Any legal entity that intends to master plan or develop land adjacent to the designation   |
| Development Agency  | Public entities involved in development projects   |
| Enabling works  | <p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>(a) geotechnical investigations (including trial embankments)</li> <li>(b) archaeological site investigations</li> <li>(c) formation of access for geotechnical investigations</li> <li>(d) establishment of site yards, site entrances and fencing</li> <li>(e) constructing and sealing site access roads</li> <li>(f) demolition or removal of buildings and structures</li> <li>(g) relocation of services</li> </ul>   |

| Acronym/Term                            | Definition   |
|---|--|
|   | (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)  |
| 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>• Te Ākitai Waiohūa;</li> <li>• Ngai Tai ki Tāmaki;</li> <li>• Ngaati Te Ata Waiohūa;</li> <li>• Ngaati Whanaunga;</li> <li>• Ngāti Tamaoho;</li> <li>• Ngāti Paoa Trust Board;</li> <li>• Te Ahiwaru Waiohūa</li> <li>• Ngāti Tamaterā</li> <li>• Ngāti Maru</li> </ul> <p><b>Note:</b> 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  |
| Outline Plan                            | An outline plan prepared in accordance with section 176A of the RMA.   |
| Project Liaison Person                  | The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.  |
| Protected Premises and Facilities (PPF) | Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .  |
| Requiring Authority                     | Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.  |
| RMA                                     | Resource Management Act (1991)   |
| SCEMP                                   | Stakeholder Communication and Engagement Management Plan   |
| Stage of Work                           | Any physical works that require the development of an Outline Plan.  |
| Start of Construction                   | The time when Construction Works (excluding Enabling Works) start.   |
| 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 No.                   | No. | Condition  |
|---------------------------|-----|--|
| <b>General Conditions</b> |     |  |
| NoRs 1 and 2              | 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 following in Schedule 1:</p> <ul style="list-style-type: none"> <li>(i) The Project Description; and</li> <li>(ii) Concept Plan.</li> </ul> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project Description and Concept Plan in condition 1(a) above and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the Project Description and Concept Plan in condition 1(a), and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>  |
| NoRs 1 and 2              | 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; and</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 where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) 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> |
| NoRs 1 and 2              | 3.  | <p><b>Land Use Integration Process</b></p> <p>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</p> <ul style="list-style-type: none"> <li>(a) Within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition (2)(a)(iii).</li> <li>(b) The nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> <li>(c) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:</li> </ul>  |

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|              |     | <ul style="list-style-type: none"> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</li> </ul> <p>(d) Information requested or provided under Condition 3(c) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> <li>(i) design details including but not limited to:               <ul style="list-style-type: none"> <li>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</li> <li>B. the horizontal and vertical alignment of the road (levels);</li> <li>C. potential locations for mid-block crossings;</li> <li>D. integration of stormwater infrastructure; and</li> <li>E. how to access traffic noise modelling contours to inform adjacent development.</li> </ul> </li> <li>(ii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project;</li> <li>(iii) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA; and</li> </ul> <p>(e) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p>(f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the requiring authority has declined the requests; and</li> <li>(ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> </ul> <p>(g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p> |
| NoRs 1 and 2 | 4.  | <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>  |
| NoRs 1 and 2 | 5.  | <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 15 years from the date on which it is included in the AUP.</p>   |

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| NoRs 1 and 2                       | 6.  | <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> |     |   |
| NoRs 1 and 2                       | 7.  | <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) Tree Management Plan; and</li> <li>(vi) Network Utilities Management Plan.</li> </ul>  |
| NoRs 1 and 2                       | 8.  | <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 8 may:</p> |

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|                     |           | <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>   |
| <b>NoRs 1 and 2</b> | <b>9.</b> | <p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <ul style="list-style-type: none"> <li>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations.</li> <li>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, of the SCEMP:             <ul style="list-style-type: none"> <li>(i) At least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work, the Requiring Authority shall identify:                 <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> </li> <li>(ii) The SCEMP shall include:                 <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 C above; 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> </li> </ul> </li> <li>(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.</li> </ul> |

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| NoRs 1 and 2 | 10. | <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. 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 referred to in Condition 12 and the Cultural Monitoring Plan referred to in Condition 17.</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>(b) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(c) Conditions 10(a) and (b) 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> |
| NoRs 1 and 2 | 11. | <p><b>Mana Whenua Kaitiaki Forum</b></p> <p>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:</p> <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how pou, art, sculptures, mahi toi or any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> </ul> </li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> </ul>   |

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|                     |            | <p>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</p> <p>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include:</p> <ul style="list-style-type: none"> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> </ul> <p>(vi) The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes;</p> <p>(vii) The frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</p> <p>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to):</p> <ul style="list-style-type: none"> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum have been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> </ul> <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names across the Project such as bridge structures. Noting there may be formal statutory processes outside the project required in any decision making.</p> <p>(c) The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following Completion of Construction or as agreed with Mana Whenua.</p> |
| <b>NoRs 1 and 2</b> | <b>12.</b> | <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 accordance with the Cultural Advisory Report (Condition 10) and/or through the Mana Whenua Kaitiaki Forum (Condition 11) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Condition 9(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>   |

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|         |     | <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> <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; and</li> </ul> </li> <li>(v) has responded to matters identified through the Land Use Integration Process (Condition 3)</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;</li> </ul> </li> </ul> |

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|   |     | <p>h. Re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <ul style="list-style-type: none"> <li>a. Identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. 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;</li> <li>e. Identification of vegetation to be retained and any planting requirements under the Tree Management Plan (Condition 23);</li> <li>f. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>g. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> <p>(ii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> <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> <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>NoRs 1 and 2</b>                       |     | <p><b>Flood Hazard</b></p> <p>For the purpose of Condition 13:</p> <ul style="list-style-type: none"> <li>(a) ARI – means Average Recurrence Interval</li> <li>(b) AEP – means Annual Exceedance Probability</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.</li> <li>(d) Flood prone area – means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.</li> </ul>   |



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|                                |            | <p>(e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes.</p> <p>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways).</p> <p>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</p>   |
| <b>NoRs 1 and 2</b>            | <b>13.</b> | <p><b><u>Flood Hazard</u></b></p> <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 in a 1% AEP event 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 in a 1% AEP event for existing authorised habitable floors with a freeboard over 150mm;</li> <li>(iii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors;</li> <li>(v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling; and</li> <li>(vi) no new flood prone areas; and</li> <li>(vii) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event.</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>NoRs 1 and 2</b>            | <b>14.</b> | <p><b>Existing property access</b></p> <p>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners 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>NoRs 1 and 2</b>            | <b>15.</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</p>  |

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|                     |            | <p>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 obstructions 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> |
| <b>NoRs 1 and 2</b> | <b>16.</b> | <p><b>Complaints Register</b></p> <ul style="list-style-type: none"> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> <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> </li> <li>(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.</li> </ul>   |
| <b>NoRs 1 and 2</b> | <b>17.</b> | <p><b>Cultural Monitoring Plan</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. 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:</li> </ul>   |

| NoR No.      | No. | Condition  |
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|              |     | <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> |
|              |     | <p><b>Accidental Discoveries</b></p> <p><b>Advice Note:</b> <i>The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items. The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>  |
| NoRs 1 and 2 | 18. | <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 access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> </ul>   |

| NoR No.                                     | 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) 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> <p>(x) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and</p> <p>(xi) details of any measures proposed to be implemented in the event thresholds identified in (x) being exceeded.</p>   |                    |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| <b>NoRs 1 and 2</b>                         | <b>19.</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 19.1: Construction noise standards</b></p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq(15min)</sub></th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;"><b>Occupied activity sensitive to noise</b></td> </tr> <tr> <td rowspan="4">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 19.1 is not practicable, the methodology in Condition 22 shall apply.</p> | Day of week        | Time period | L <sub>Aeq(15min)</sub> | L <sub>AFmax</sub> | <b>Occupied activity sensitive to noise</b> |  |  |  | Weekday | 0630h - 0730h | 55 dB | 75 dB | 0730h - 1800h | 70 dB | 85 dB | 1800h - 2000h | 65 dB | 80 dB | 2000h - 0630h | 45 dB | 75 dB | Saturday | 0630h - 0730h | 55 dB | 75 dB | 0730h - 1800h | 70 dB | 85 dB | 1800h - 2000h | 45 dB | 75 dB | 2000h - 0630h | 45 dB | 75 dB | Sunday and Public Holidays | 0630h - 0730h | 45 dB | 75 dB | 0730h - 1800h | 55 dB | 85 dB | 1800h - 2000h | 45 dB | 75 dB | 2000h - 0630h | 45 dB | 75 dB | <b>Other occupied buildings</b> |  |  |  | All | 0730h – 1800h | 70 dB |  | 1800h – 0730h | 75 dB |  |
| Day of week                                 | Time period   | L <sub>Aeq(15min)</sub>   | L <sub>AFmax</sub> |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| <b>Occupied activity sensitive to noise</b> |               |   |                    |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| Weekday                                     | 0630h - 0730h | 55 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 0730h - 1800h | 70 dB   | 85 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 1800h - 2000h | 65 dB   | 80 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 2000h - 0630h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| Saturday                                    | 0630h - 0730h | 55 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 0730h - 1800h | 70 dB   | 85 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 1800h - 2000h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 2000h - 0630h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| Sunday and Public Holidays                  | 0630h - 0730h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 0730h - 1800h | 55 dB   | 85 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 1800h - 2000h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 2000h - 0630h | 45 dB   | 75 dB              |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| <b>Other occupied buildings</b>             |               |   |                    |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
| All   | 0730h – 1800h | 70 dB   |                    |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |
|   | 1800h – 0730h | 75 dB   |                    |             |                         |                    |   |  |  |  |         |               |       |       |               |       |       |               |       |       |               |       |       |          |               |       |       |               |       |       |               |       |       |               |       |       |                            |               |       |       |               |       |       |               |       |       |               |       |       |                                 |  |  |  |     |               |       |  |               |       |  |

| NoR No.                                | No.                      | Condition   |            |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
|--|--------------------------|---|------------|---------|------------|------------|--|--------------------------|-------------|-----------|-----------------------|-----------|-----------|--------------------------|-----------------------|-----------|-----------|---------------------|--------------------|----------------------------------|--|
| NoRs 1 and 2                           | 20.                      | <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 20.1: 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>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p><i>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 is not practicable, the methodology in Condition 22 shall apply.</p>  | Receiver   | Details | Category A | Category B | Occupied Activities sensitive to noise | Night-time 2000h - 0630h | 0.3mm/s ppv | 2mm/s ppv | Daytime 0630h - 2000h | 2mm/s ppv | 5mm/s ppv | Other occupied buildings | Daytime 0630h - 2000h | 2mm/s ppv | 5mm/s ppv | All other buildings | At all other times | Tables 1 and 3 of DIN4150-3:1999 |  |
| Receiver                               | Details                  | Category A  | Category B |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
| Occupied Activities sensitive to noise | Night-time 2000h - 0630h | 0.3mm/s ppv   | 2mm/s ppv  |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
|  | Daytime 0630h - 2000h    | 2mm/s ppv   | 5mm/s ppv  |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
| Other occupied buildings               | Daytime 0630h - 2000h    | 2mm/s ppv   | 5mm/s ppv  |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
| All other buildings                    | At all other times       | Tables 1 and 3 of DIN4150-3:1999  |            |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |
| NoRs 1 and 2                           | 21.                      | <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 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <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 works and works during other sensitive times, including Sundays and public holidays as far practicable;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(viii) Contact details of the Project Liaison Person;</li> </ul> |            |         |            |            |  |                          |             |           |                       |           |           |                          |                       |           |           |                     |                    |                                  |  |

| NoR No.             | No.        | Condition  |
|---------------------|------------|--|
|                     |            | <ul style="list-style-type: none"> <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 19) and/or vibration standards (Condition 20 Category B) will not be practicable.</li> <li>(xi) Identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> <li>(xii) Procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.</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>NoRs 1 and 2</b> | <b>22.</b> | <p><b>Schedule to a CNVMP</b></p> <p>(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:           <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</li> </ul> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> <li>(i) Construction activity location, start and finish dates;</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 and 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) 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> </ul> |

| NoR No.             | No.        | Condition   |
|---------------------|------------|---|
|                     |            | <p>(vii) Location, times and types of monitoring;</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>   |
| <b>NoRs 1 and 2</b> | <b>23.</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 Schedule 3.</p> <p>(b) The Tree Management Plan shall:</p> <ul 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:             <ul style="list-style-type: none"> <li>a. planting to replace trees that require removal (with reference to the ULDMMP planting design details in Condition 12);</li> <li>b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul>   |
| <b>NoRs 1 and 2</b> | <b>24.</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) 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;</li> <li>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines;</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> |

| NoR No.                       | No.        | Condition   |
|-------------------------------|------------|---|
|                               |            | <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>NoRs 1 and 2</b>           | <b>25.</b> | <p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) The volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>  |
| <b>NoRs 1 and 2</b>           |            | <p><b>Traffic Noise</b></p> <p>(a) For the purposes of Conditions 26 to 37:</p> <p>(b) Building-Modification Mitigation – has the same meaning as in NZS 6806;</p> <p>(c) Design year has the same meaning as in NZS 6806;</p> <p>(d) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</p> <p>(e) Habitable Space – has the same meaning as in NZS 6806;</p> <p>(f) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule 2: Identified PPFs Noise Criteria Categories</i>;</p> <p>(g) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(h) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);</p> <p>(i) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule 2: PPFs Noise Criteria Categories</i>;</p> <p>(k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 25; and</p> <p>(l) Structural Mitigation – has the same meaning as in NZS 6806.</p> |



| NoR No.      | No. | Condition   |
|--------------|-----|---|
| NoRs 1 and 2 | 26. | <p>The Noise Criteria Categories identified in <i>Schedule 2: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 37 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF 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 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> |
| NoRs 1 and 2 | 27. | <p>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 2 PPFs Noise Criteria Categories</i>.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 25 may be (or be part of) the Selected Mitigation Option(s).</p>  |
| NoRs 1 and 2 | 28. | <p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 2 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>  |
| NoRs 1 and 2 | 29. | <p>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</p>   |
| NoRs 1 and 2 | 30. | <p>The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.</p>   |
| NoRs 1 and 2 | 31. | <p>Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB L<sub>Aeq(24h)</sub> inside Habitable Spaces ('Category C Buildings').</p>  |
| NoRs 1 and 2 | 32. | <p>Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.</p>  |
| NoRs 1 and 2 | 33. | <p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:</p> <p>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</p> <p>(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</p> <p>(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 32 above (including where the owner did not respond within that period); or</p>                |

| NoR No.             | No.        | Condition   |
|---------------------|------------|---|
|                     |            | <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>  |
| <b>NoRs 1 and 2</b> | <b>34.</b> | <p>Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>(c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.</p>   |
| <b>NoRs 1 and 2</b> | <b>35.</b> | <p>Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p>   |
| <b>NoRs 1 and 2</b> | <b>36.</b> | <p>Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 33 (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> |
| <b>NoR 1 and 2</b>  | <b>37.</b> | <p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>   |

## **Schedule 1: General accordance plans and information**

### **NoR 1**

The proposed work is for the construction, operation, maintenance, and upgrade of transport infrastructure across four project areas in Takaanini. The proposed work is shown in the following Concept Plan and includes:

#### Spartan Road project area

- Closure of the existing level crossing on Spartan Road and construction of a new bridge with walking and cycling facilities across the North Island Main Trunk line;

#### Manuia Road project area

- Construction of a new bridge with general traffic lanes and walking and cycling facilities across the North Island Main Trunk line, between the intersection of Oakleigh Avenue with Hitchcock Road and the intersection of Great South Road with Challen Close;

#### Manuroa Road project area

- Closure of the existing level crossing on Manuroa Road and construction of a new bridge with walking and cycling facilities across North Island Main Trunk line;

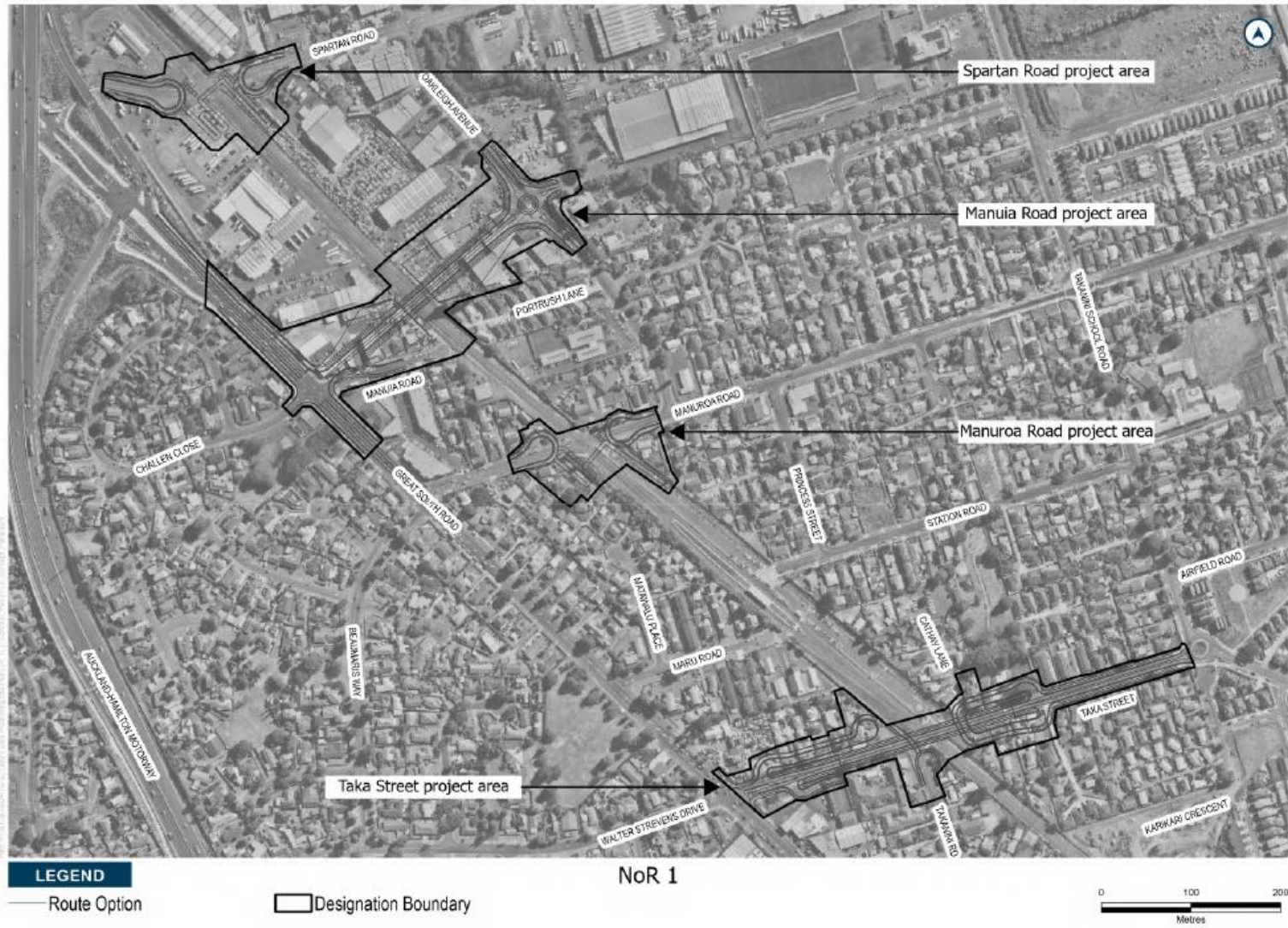
#### Taka Street project area

- Closure of the existing level crossing on Taka Street and construction of a new bridge with general traffic lanes and walking and cycling facilities across North Island Main Trunk line;

#### All project areas

- Associated works in each project area including but not limited to intersections, turning heads, ramps, staircases, access lanes, active mode facilities, embankments, retaining walls, culverts, stormwater management systems;
- Changes to local roads in each project area, where the proposed works intersect with local roads; and
- Construction activities in each project area, including vegetation removal, construction areas and the re-grading of driveways.

**Concept Plan:**



## **NoR 2**

The proposed work is for the construction, operation, maintenance, and upgrade of transport infrastructure within the Walters Road project area in Takaanini. The proposed work is shown in the following Concept Plan and includes:

- Closure of the existing level crossing on Walters Road and construction of a new bridge with general traffic lanes and walking and cycling facilities across the North Island Main Trunk line;
- Associated works including but not limited to intersections, access lanes, active mode facilities, embankments, retaining walls, culverts, stormwater management systems;
- Changes to local roads, where the proposed works intersect with local roads; and
- Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

**Concept Plan:**



## Schedule 2: Identified PPFs noise criteria categories

### NoR 1

#### Spartan Road project area

| Address         | New or Altered Road | Noise Criteria Category |
|-----------------|---------------------|-------------------------|
| 32 Spartan Road | Altered             | Category A              |
| 34 Spartan Road | Altered             | Category A              |

#### Manuia Road project area

| Address             | New or Altered Road | Noise Criteria Category |
|---------------------|---------------------|-------------------------|
| 1 Challen Close     | New                 | Category B              |
| 3 Challen Close     | New                 | Category B              |
| 5 Challen Close     | New                 | Category A              |
| 60 Challen Close    | New                 | Category B              |
| 66 Challen Close    | New                 | Category A              |
| 1/62 Challen Close  | New                 | Category A              |
| 2/62 Challen Close  | New                 | Category B              |
| 1/64 Challen Close  | New                 | Category A              |
| 2/64 Challen Close  | New                 | Category B              |
| 21 Great South Road | New                 | Category B              |
| 23 Great South Road | New                 | Category B              |
| 9 Manuia Road       | New                 | Category A              |
| 9 Manuia Road       | New                 | Category B              |
| 1/7 Manuia Road     | New                 | Category B              |
| 2/7 Manuia Road     | New                 | Category A              |
| 3/7 Manuia Road     | New                 | Category A              |
| 15 Oakleigh Avenue  | New                 | Category B              |

| Address            | New or Altered Road | Noise Criteria Category |
|--------------------|---------------------|-------------------------|
| 18 Oakleigh Avenue | New                 | Category A              |
| 4 Portrush Lane    | New                 | Category B              |
| 6 Portrush Lane    | New                 | Category B              |
| 7 Portrush Lane    | New                 | Category A              |
| 8 Portrush Lane    | New                 | Category B              |
| 9 Portrush Lane    | New                 | Category A              |
| 10 Portrush Lane   | New                 | Category B              |
| 11 Portrush Lane   | New                 | Category B              |
| 12 Portrush Lane   | New                 | Category C              |
| 13 Portrush Lane   | New                 | Category B              |
| 14 Portrush Lane   | New                 | Category C              |
| 15 Portrush Lane   | New                 | Category B              |
| 16 Portrush Lane   | New                 | Category C              |
| 17 Portrush Lane   | New                 | Category B              |
| 9 Tulloch Place    | New                 | Category A              |
| 1/7 Tulloch Place  | New                 | Category A              |
| 2/7 Tulloch Place  | New                 | Category B              |

### Manuroa Road project area

| Address           | New or Altered Road | Noise Criteria Category |
|-------------------|---------------------|-------------------------|
| 2 Beaumaris Way   | Altered             | Category A              |
| 4 Beaumaris Way   | Altered             | Category A              |
| 1/3 Beaumaris Way | Altered             | Category A              |
| 2/3 Beaumaris Way | Altered             | Category A              |
| 6A Beaumaris Way  | Altered             | Category A              |



| Address                | New or Altered Road | Noise Criteria Category |
|------------------------|---------------------|-------------------------|
| 6B Beaumaris Way       | Altered             | Category A              |
| 21 Great South Road    | Altered             | Category A              |
| 23 Great South Road    | Altered             | Category A              |
| 25 Great South Road    | Altered             | Category A              |
| 29 Great South Road    | Altered             | Category A              |
| 33 Great South Road    | Altered             | Category A              |
| 120 Great South Road   | Altered             | Category A              |
| 124 Great South Road   | Altered             | Category A              |
| 126 Great South Road   | Altered             | Category A              |
| 130 Great South Road   | Altered             | Category A              |
| 132 Great South Road   | Altered             | Category A              |
| 1/27 Great South Road  | Altered             | Category A              |
| 2/27 Great South Road  | Altered             | Category A              |
| 1/128 Great South Road | Altered             | Category A              |
| 2/128 Great South Road | Altered             | Category A              |
| 9 Manuia Road          | Altered             | Category A              |
| 3/7 Manuia Road        | Altered             | Category A              |
| 4/7 Manuia Road        | Altered             | Category A              |
| 6 Manuroa Road         | Altered             | Category A              |
| 18 Manuroa Road        | Altered             | Category A              |
| 18 Manuroa Road        | Altered             | Category A              |
| 18 Manuroa Road        | Altered             | Category A              |
| 18 Manuroa Road        | Altered             | Category A              |
| 19 Manuroa Road        | Altered             | Category A              |
| 20 Manuroa Road        | Altered             | Category A              |

| Address           | New or Altered Road | Noise Criteria Category |
|-------------------|---------------------|-------------------------|
| 23 Manuroa Road   | Altered             | Category A              |
| 24 Manuroa Road   | Altered             | Category A              |
| 25 Manuroa Road   | Altered             | Category A              |
| 25 Manuroa Road   | Altered             | Category A              |
| 26 Manuroa Road   | Altered             | Category A              |
| 27 Manuroa Road   | Altered             | Category A              |
| 28 Manuroa Road   | Altered             | Category A              |
| 1/21 Manuroa Road | Altered             | Category A              |
| 2/21 Manuroa Road | Altered             | Category A              |
| 1/5 Manuroa Road  | Altered             | Category A              |
| 2/5 Manuroa Road  | Altered             | Category A              |
| 3/5 Manuroa Road  | Altered             | Category A              |
| 4/5 Manuroa Road  | Altered             | Category A              |
| 5/5 Manuroa Road  | Altered             | Category A              |
| 6/5 Manuroa Road  | Altered             | Category A              |
| 1/8 Manuroa Road  | Altered             | Category A              |
| 2/8 Manuroa Road  | Altered             | Category A              |
| 3/8 Manuroa Road  | Altered             | Category A              |
| 2/10 Manuroa Road | Altered             | Category A              |
| 2/10 Manuroa Road | Altered             | Category A              |
| 2/12 Manuroa Road | Altered             | Category A              |
| 20A Manuroa Road  | Altered             | Category A              |
| 27A Manuroa Road  | Altered             | Category A              |
| 28A Manuroa Road  | Altered             | Category A              |
| 4A Manuroa Road   | Altered             | Category A              |

| Address             | New or Altered Road | Noise Criteria Category |
|---------------------|---------------------|-------------------------|
| 4B Manuroa Road     | Altered             | Category A              |
| 6A Manuroa Road     | Altered             | Category A              |
| 6B Manuroa Road     | Altered             | Category A              |
| 1/13 Matawalu Place | Altered             | Category A              |
| 2/13 Matawalu Place | Altered             | Category A              |
| 1/14 Matawalu Place | Altered             | Category A              |
| 2/14 Matawalu Place | Altered             | Category A              |
| 2/15 Matawalu Place | Altered             | Category A              |
| 2/15 Matawalu Place | Altered             | Category A              |
| 1/17 Matawalu Place | Altered             | Category A              |
| 2/17 Matawalu Place | Altered             | Category A              |
| 2/10 Matawalu Place | Altered             | Category A              |
| 2 Oakleigh Avenue   | Altered             | Category A              |
| 2 Oakleigh Avenue   | Altered             | Category A              |
| 5 Oakleigh Avenue   | Altered             | Category A              |
| 6 Oakleigh Avenue   | Altered             | Category A              |
| 6 Oakleigh Avenue   | Altered             | Category A              |
| 7 Oakleigh Avenue   | Altered             | Category A              |
| 5A Oakleigh Avenue  | Altered             | Category A              |
| 12A Princess Street | Altered             | Category A              |
| 12B Princess Street | Altered             | Category A              |
| 12D Princess Street | Altered             | Category A              |
| 14A Princess Street | Altered             | Category A              |
| 14B Princess Street | Altered             | Category A              |
| 14C Princess Street | Altered             | Category A              |

| Address             | New or Altered Road | Noise Criteria Category |
|---------------------|---------------------|-------------------------|
| 14D Princess Street | Altered             | Category A              |
| 3 Tulloch Place     | Altered             | Category A              |
| 5 Tulloch Place     | Altered             | Category A              |
| 1/7 Tulloch Place   | Altered             | Category A              |
| 2/7 Tulloch Place   | Altered             | Category A              |

### Taka Street project area

| Address                 | New or Altered Road | Noise Criteria Category |
|-------------------------|---------------------|-------------------------|
| 1 Walter Strevens Drive | Altered             | Category A              |
| 159 Great South Road    | Altered             | Category A              |
| 4 Walter Strevens Drive | Altered             | Category A              |
| 160 Great South Road    | Altered             | Category A              |
| 11 Maru Road            | Altered             | Category A              |
| 5/9 Maru Road           | Altered             | Category A              |
| 6/7 Maru Road           | Altered             | Category A              |
| 4/7 Maru Road           | Altered             | Category A              |
| 4/5 Maru Road           | Altered             | Category A              |
| 41 Taka Street          | Altered             | Category A              |
| 38 Taka Street          | Altered             | Category B              |
| 30A Taka Street         | Altered             | Category A              |
| 32 Taka Street          | Altered             | Category A              |
| 32A Taka Street         | Altered             | Category A              |
| 34 Taka Street          | Altered             | Category A              |
| 24 Taka Street          | Altered             | Category A              |
| 24A Taka Street         | Altered             | Category A              |
| 26 Taka Street          | Altered             | Category A              |
| 26A Taka Street         | Altered             | Category A              |
| 28 Taka Street          | Altered             | Category A              |
| 28A Taka Street         | Altered             | Category A              |
| 37 Taka Street          | Altered             | Category A              |
| 25 Taka Street          | Altered             | Category A              |
| 29 Taka Street          | Altered             | Category A              |

| Address                   | New or Altered Road | Noise Criteria Category |
|---------------------------|---------------------|-------------------------|
| 45 Taka Street            | Altered             | Category B              |
| 1/36 Taka Street          | Altered             | Category B              |
| 2/22 Takanini School Road | Altered             | Category A              |
| 1/22 Takanini School Road | Altered             | Category A              |
| 40 Taka Street            | Altered             | Category B              |
| 42A Taka Street           | Altered             | Category A              |
| 42 Taka Street            | Altered             | Category C              |
| 44 Taka Street            | Altered             | Category B              |
| 2/14 Takanini School Road | Altered             | Category C              |
| 1/14 Takanini School Road | Altered             | Category C              |
| 16A Takanini School Road  | Altered             | Category A              |
| 16 Takanini School Road   | Altered             | Category A              |
| 1/18 Takanini School Road | Altered             | Category A              |
| 2/18 Takanini School Road | Altered             | Category A              |
| 44A Taka Street           | Altered             | Category A              |
| 54 Taka Street            | Altered             | Category A              |
| 56 Taka Street            | Altered             | Category A              |
| 58 Taka Street            | Altered             | Category A              |
| 62 Taka Street            | Altered             | Category A              |
| 3/22 Takanini School Road | Altered             | Category A              |
| 24 Takanini School Road   | Altered             | Category A              |
| 41 Taka Street            | Altered             | Category A              |
| 49G Taka Street           | Altered             | Category A              |
| 30 Taka Street            | Altered             | Category A              |
| 2/20 Takanini School Road | Altered             | Category A              |
| 1/20 Takanini School Road | Altered             | Category A              |
| 3/29 Aeronautic Road      | Altered             | Category A              |
| 2/35 Aeronautic Road      | Altered             | Category A              |
| 57D Taka Street           | Altered             | Category B              |
| 1/35 Aeronautic Road      | Altered             | Category A              |
| 67 Taka Street            | Altered             | Category B              |
| 4/29 Aeronautic Road      | Altered             | Category A              |
| 4/33 Aeronautic Road      | Altered             | Category A              |
| 3/33 Aeronautic Road      | Altered             | Category A              |

| Address                 | New or Altered Road | Noise Criteria Category |
|-------------------------|---------------------|-------------------------|
| 2/29 Aeronautic Road    | Altered             | Category A              |
| 3/31 Aeronautic Road    | Altered             | Category A              |
| 2/33 Aeronautic Road    | Altered             | Category A              |
| 2/31 Aeronautic Road    | Altered             | Category A              |
| 57 Taka Street          | Altered             | Category A              |
| 57B Taka Street         | Altered             | Category A              |
| 49C Taka Street         | Altered             | Category B              |
| 49B Taka Street         | Altered             | Category A              |
| 2/55 Taka Street        | Altered             | Category A              |
| 49A Taka Street         | Altered             | Category B              |
| 1/55 Taka Street        | Altered             | Category B              |
| 57C Taka Street         | Altered             | Category B              |
| 15 Takanini School Road | Altered             | Category A              |
| 6 Takanini Road         | Altered             | Category A              |
| 2/4 Takanini Road       | Altered             | Category A              |
| 4 Takanini Road         | Altered             | Category A              |
| 5 Cathay Lane           | Altered             | Category A              |
| 3 Cathay Lane           | Altered             | Category A              |
| 3 Cathay Lane           | Altered             | Category A              |
| 1/18 Taka Street        | Altered             | Category A              |
| 3/18 Taka Street        | Altered             | Category A              |
| 4 Cathay Lane           | Altered             | Category A              |
| 4A Cathay Lane          | Altered             | Category A              |
| 6 Cathay Lane           | Altered             | Category A              |
| 8 Cathay Lane           | Altered             | Category A              |
| 9 Cathay Lane           | Altered             | Category A              |
| 3/12 Taka Street        | Altered             | Category A              |
| 10B Taka Street         | Altered             | Category A              |
| 8/6 Taka Street         | Altered             | Category A              |
| 10C Taka Street         | Altered             | Category A              |
| 4/12 Taka Street        | Altered             | Category A              |
| 2 Takanini Road         | Altered             | Category A              |
| 21 Taka Street          | Altered             | Category A              |
| 7A Takanini Road        | Altered             | Category A              |

| Address                   | New or Altered Road | Noise Criteria Category |
|---------------------------|---------------------|-------------------------|
| 7 Takanini Road           | Altered             | Category A              |
| 9-11 Taka Street          | Altered             | Category A              |
| 3/6 Taka Street           | Altered             | Category A              |
| 6/6 Taka Street           | Altered             | Category A              |
| 27 Taka Street            | Altered             | Category A              |
| 35 Taka Street            | Altered             | Category A              |
| 49F Taka Street           | Altered             | Category A              |
| 49E Taka Street           | Altered             | Category A              |
| 43 Taka Street            | Altered             | Category A              |
| 1/33 Aeronautic Road      | Altered             | Category A              |
| 3/35 Aeronautic Road      | Altered             | Category A              |
| 1/29 Aeronautic Road      | Altered             | Category A              |
| 1/31 Aeronautic Road      | Altered             | Category A              |
| 4/31 Aeronautic Road      | Altered             | Category A              |
| 4/55 Taka Street          | Altered             | Category A              |
| 3/55 Taka Street          | Altered             | Category A              |
| 57A Taka Street           | Altered             | Category A              |
| 47 Taka Street            | Altered             | Category A              |
| 49D Taka Street           | Altered             | Category A              |
| 8 Walter Strevens Drive   | Altered             | Category A              |
| 1/6 Walter Strevens Drive | Altered             | Category A              |
| 2/2 Walter Strevens Drive | Altered             | Category A              |
| 1/2 Walter Strevens Drive | Altered             | Category A              |
| 1/6 Walter Strevens Drive | Altered             | Category A              |
| 5/7 Maru Road             | Altered             | Category A              |
| 4/9 Maru Road             | Altered             | Category A              |
| 6/9 Maru Road             | Altered             | Category A              |
| 5/6 Taka Street           | Altered             | Category A              |
| 4/6 Taka Street           | Altered             | Category A              |
| 7/6 Taka Street           | Altered             | Category A              |
| 2/12 Taka Street          | Altered             | Category A              |
| 3/4 Takanini Road         | Altered             | Category A              |
| 2/36 Taka Street          | Altered             | Category A              |
| 1 Airfield Road           | Altered             | Category A              |

| Address               | New or Altered Road | Noise Criteria Category |
|-----------------------|---------------------|-------------------------|
| 1 Airfield Road       | Altered             | Category A              |
| 1 Airfield Road       | Altered             | Category A              |
| 1 Airfield Road       | Altered             | Category A              |
| 11 Airfield Road      | Altered             | Category A              |
| 2 Fuselage Lane       | Altered             | Category A              |
| 4 Fuselage Lane       | Altered             | Category A              |
| 6 Fuselage Lane       | Altered             | Category A              |
| 10 Kauri Heart Avenue | Altered             | Category A              |
| 30 Aeronautic Road    | Altered             | Category A              |
| 3 Kauri Heart Avenue  | Altered             | Category A              |
| 28 Aeronautic Road    | Altered             | Category A              |
| 1 Peat Way            | Altered             | Category A              |
| 3 Peat Way            | Altered             | Category A              |
| 5 Peat Way            | Altered             | Category A              |
| 7 Peat Way            | Altered             | Category A              |



**Spartan Road project area PPF Location Plan**



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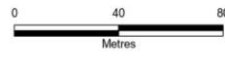
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**LEGEND**

-  Designation Boundary
-  Protected Premises and Facilities within the NZS 6806 assessment area

**Spartan Road project area - NoR 1**

 Protected Premises and Facilities within the designation boundaries



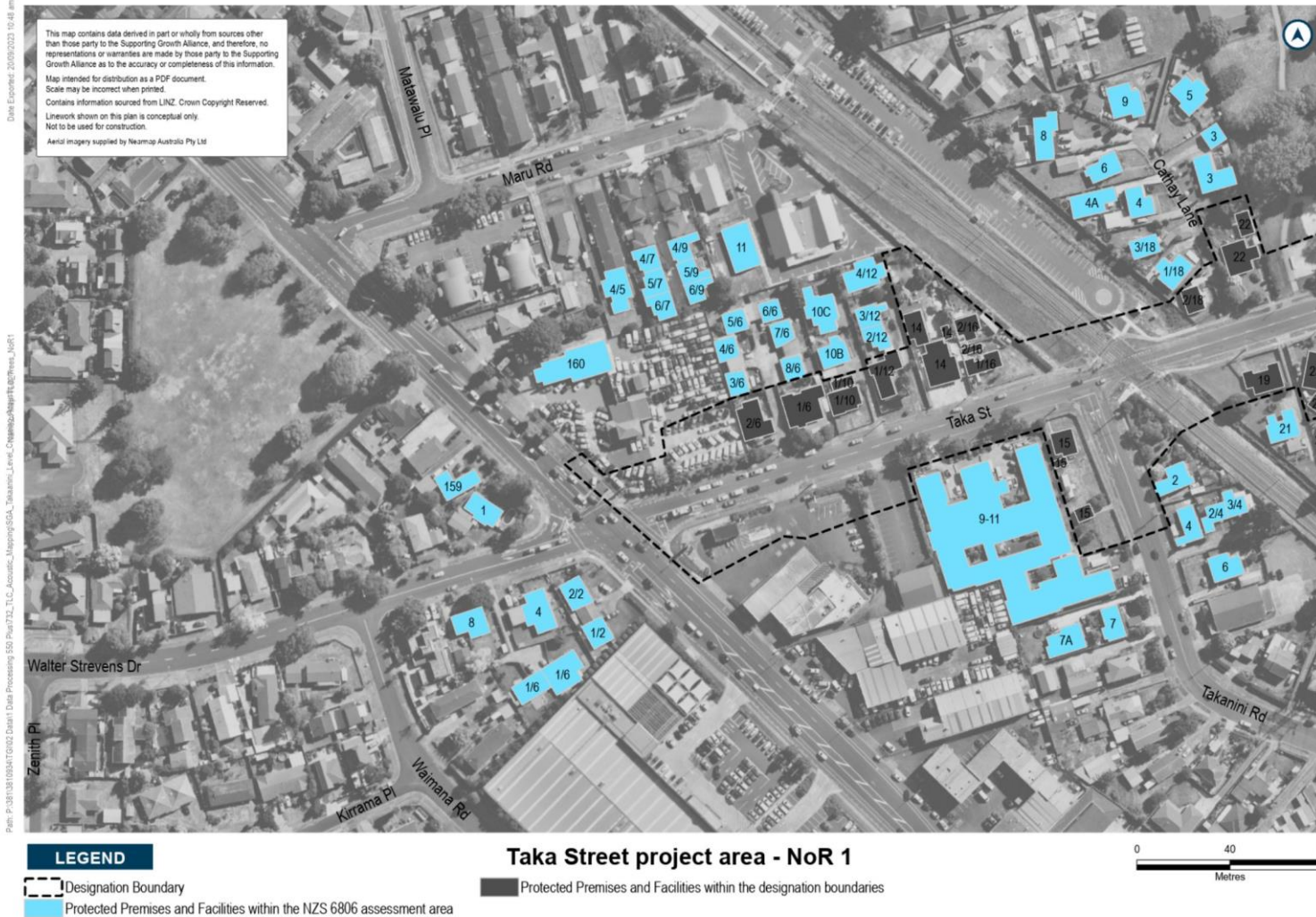
**Manuia Road project area PPF Location Plans**



**Manuroa Road project area PPF Location Plan**



**Taka Street project area PPF Location Plans**





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|   |   |                   |
|---|---|-------------------|
| <b>LEGEND</b>   | <b>Taka Street project area - NoR 1</b>                               | 0 40 80<br>Metres |
| Designation Boundary  | Protected Premises and Facilities within the NZS 6806 assessment area |                   |
| Protected Premises and Facilities within the designation boundaries |   |                   |

## NoR 2

### Walters Road project area

| Address              | New or Altered Road | Noise Criteria Category |
|----------------------|---------------------|-------------------------|
| 70 Walters Road      | Altered             | Category A              |
| 33 Calumet Way       | Altered             | Category A              |
| 168 Porchester Road  | Altered             | Category A              |
| 172 Porchester Road  | Altered             | Category A              |
| 172 Porchester Road  | Altered             | Category A              |
| 174 Porchester Road  | Altered             | Category A              |
| 176 Porchester Road  | Altered             | Category A              |
| 180 Porchester Road  | Altered             | Category A              |
| 145 Porchester Road  | Altered             | Category A              |
| 147 Porchester Road  | Altered             | Category A              |
| 29 Calumet Way       | Altered             | Category A              |
| 25 Calumet Way       | Altered             | Category A              |
| 151 Porchester Road  | Altered             | Category A              |
| 151 Porchester Road  | Altered             | Category A              |
| 5 Phar Lap Crescent  | Altered             | Category A              |
| 3 Phar Lap Crescent  | Altered             | Category A              |
| 11 Phar Lap Crescent | Altered             | Category A              |
| 7 Phar Lap Crescent  | Altered             | Category A              |
| 19 Phar Lap Crescent | Altered             | Category A              |
| 21 Phar Lap Crescent | Altered             | Category A              |
| 29 Phar Lap Crescent | Altered             | Category A              |
| 178 Porchester Road  | Altered             | Category A              |

| Address               | New or Altered Road | Noise Criteria Category |
|-----------------------|---------------------|-------------------------|
| 164A Porchester Road  | Altered             | Category A              |
| 43 Walters Road       | Altered             | Category A              |
| 45 Walters Road       | Altered             | Category A              |
| 1/160 Porchester Road | Altered             | Category A              |
| 2/160 Porchester Road | Altered             | Category A              |
| 166 Porchester Road   | Altered             | Category A              |
| 41 Walters Road       | Altered             | Category A              |
| 4 Braeburn Place      | Altered             | Category A              |
| 37A Walters Road      | Altered             | Category A              |
| 39 Walters Road       | Altered             | Category A              |
| 17 Phar Lap Crescent  | Altered             | Category A              |
| 23 Phar Lap Crescent  | Altered             | Category A              |
| 49 Walters Road       | Altered             | Category A              |
| 2/162 Porchester Road | Altered             | Category A              |
| 178 Porchester Road   | Altered             | Category A              |
| 149 Porchester Road   | Altered             | Category A              |
| 41 Walters Road       | Altered             | Category A              |
| 158A Porchester Road  | Altered             | Category A              |
| 158 Porchester Road   | Altered             | Category A              |
| 15 Phar Lap Crescent  | Altered             | Category A              |
| 168 Porchester Road   | Altered             | Category A              |
| 176 Porchester Road   | Altered             | Category A              |
| 170 Porchester Road   | Altered             | Category A              |
| 31 Calumet Way        | Altered             | Category A              |

| Address              | New or Altered Road | Noise Criteria Category |
|----------------------|---------------------|-------------------------|
| 70 Walters Road      | Altered             | Category A              |
| 149 Porchester Road  | Altered             | Category A              |
| 27 Calumet Way       | Altered             | Category A              |
| 23 Calumet Way       | Altered             | Category A              |
| 153 Porchester Road  | Altered             | Category A              |
| 155 Porchester Road  | Altered             | Category A              |
| 9 Glenburn Place     | Altered             | Category A              |
| 39 Walters Road      | Altered             | Category A              |
| 23 Phar Lap Crescent | Altered             | Category A              |
| 25 Phar Lap Crescent | Altered             | Category A              |
| 49 Walters Road      | Altered             | Category A              |
| 49 Walters Road      | Altered             | Category A              |
| 3 Braeburn Place     | Altered             | Category A              |
| 1/3 Braeburn Place   | Altered             | Category A              |
| 5 Braeburn Place     | Altered             | Category A              |
| 7 Braeburn Place     | Altered             | Category A              |
| 2 Braeburn Place     | Altered             | Category A              |
| 31 Walters Road      | Altered             | Category A              |
| 33 Walters Road      | Altered             | Category A              |
| 33A Walters Road     | Altered             | Category A              |
| 6 Braeburn Place     | Altered             | Category A              |
| 8 Braeburn Place     | Altered             | Category A              |
| 10 Braeburn Place    | Altered             | Category A              |
| 6A Braeburn Place    | Altered             | Category A              |



| Address               | New or Altered Road | Noise Criteria Category |
|-----------------------|---------------------|-------------------------|
| 37 Walters Road       | Altered             | Category A              |
| 35 Walters Road       | Altered             | Category A              |
| 7 Arion Road          | Altered             | Category A              |
| 3 Arion Road          | Altered             | Category A              |
| 5 Arion Road          | Altered             | Category A              |
| 3 Arion Road          | Altered             | Category A              |
| 13 Phar Lap Crescent  | Altered             | Category A              |
| 13 Phar Lap Crescent  | Altered             | Category A              |
| 9 Phar Lap Crescent   | Altered             | Category A              |
| 9 Phar Lap Crescent   | Altered             | Category A              |
| 7 Phar Lap Crescent   | Altered             | Category A              |
| 1 Longford Park Drive | Altered             | Category A              |
| 2 Longford Park Drive | Altered             | Category A              |
| 1/162 Porchester Road | Altered             | Category A              |
| 164B Porchester Road  | Altered             | Category A              |

**Walters Road project area PPF Location Plan**





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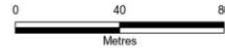
**LEGEND**

Designation Boundary

Protected Premises and Facilities within the designation boundaries

Protected Premises and Facilities within the NZS 6806 assessment area

**Walters Road project area - NoR 2**





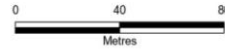
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**LEGEND**

- Designation Boundary
- Protected Premises and Facilities within the designation boundaries
- Protected Premises and Facilities within the NZS 6806 assessment area

**Walters Road project area - NoR 2**



**Schedule 3: Trees to be included in the Tree Management Plan**

**NoR 1**

**Spartan Road project area**

No protected trees are impacted within this project area.

**Manuia Road project area**

| Tree No. | Vegetation Type | Protection   | Species      | Age         |
|----------|-----------------|--------------|--------------|-------------|
| 2        | Single Tree     | Road Reserve | Peach        | Semi-mature |
| 4        | Single Tree     | Road Reserve | Golden Thuja | Semi-mature |



**LEGEND**  
 Designation Boundary      ● Tree/Group of Trees

**Manuia Road project area – NoR 1**

0      40      80  
Metres

### Manuroa Road project area

| Tree No. | Vegetation Type | Protection           | Species     | Age    |
|----------|-----------------|----------------------|-------------|--------|
| 6        | Group of Trees  | Notable Tree Overlay | English Oak | Mature |

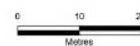


**LEGEND**

□ Designation Boundary

● Tree/Group of Trees

**Manuroa Road project area - NoR 1**



**Taka Street project area**

| Tree No. | Vegetation Type | Protection   | Species                                   | Age         |
|----------|-----------------|--------------|---|-------------|
| 7        | Group of Trees  | Open Space   | Cabbage Tree                              | Semi-mature |
| 8        | Group of Trees  | Open Space   | Tulip Tree, Common Ash, Cottonwood Poplar | Mature      |
| 9        | Single Tree     | Road Reserve | Claret Ash                                | Mature      |
| 10       | Single Tree     | Road Reserve | Claret Ash                                | Young       |
| 11       | Single Tree     | Road Reserve | Claret Ash                                | Mature      |
| 12       | Single Tree     | Road Reserve | Claret Ash                                | Mature      |



**LEGEND**  
 Designation Boundary      ● Tree/Group of Trees

**Taka Street project area - NoR 1**

0      40      80  
Metres

**NoR 2**

**Walters Road project area**

| Tree No. | Project area | Vegetation Type | Protection   | Species                | Age         |
|----------|--------------|-----------------|--------------|------------------------|-------------|
| 13       | Walters Road | Single Tree     | Road Reserve | London Plane           | Mature      |
| 14       | Walters Road | Single Tree     | Open Space   | Tarata                 | Semi-mature |
| 15       | Walters Road | Group of Trees  | Road Reserve | Himalayan Silver Birch | Young       |
| 16       | Walters Road | Group of Trees  | Road Reserve | Sweet Gum              | Semi-mature |



**LEGEND**

Designation Boundary
 ● Tree/Group of Trees

**Walters Road project area - NoR 2**

