

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

Decision [2025] NZEnvC 002

IN THE MATTER OF

appeals under s 174 of the Resource
Management Act 1991

BETWEEN

AUCKLAND INTERNATIONAL
AIRPORT LIMITED

(ENV-2024-AKL-065)

WIRI OIL SERVICES LIMITED

(ENV-2024-AKL-067)

Appellants

AND

AUCKLAND TRANSPORT

NEW ZEALAND TRANSPORT
AGENCY - WAKA KOTAHI

Respondent

Court: Environment Judge J A Smith

Hearing: On the papers

Last case event: 20 December 2024

Date of Decision: 13 January 2025

Date of Issue: 13 January 2025

**AMENDED CONSENT DETERMINATION OF THE ENVIRONMENT
COURT**

A: *Auckland International Airport Limited v Auckland Transport* [2024] NZEnvC 225 is
amended to now include the correct Notice of Requirement 4b conditions.



Protany to Airport Bus Rapid Transport Project

B: There is no order as to costs.

REASONS

Introduction

[1] On 17 September 2024, the Environment Court issued a consent determination – *Auckland International Airport Limited v Auckland Transport* [2024] NZEnvC 225 – regarding Notice of Requirement (**NoR**) 4a (Auckland Transport designation from State Highway 20/20B interchange to Orrs Road) and NoR 4b (NZTA alteration of designation 6717).

Correction sought

[2] New Zealand Transport Agency Waka Kotahi has advised that the consent determination contains a clerical error as the condition sets attached to the determination for NoR 4b were the incorrect version (from pages 41 onwards in the Consent Order). The correct version of the conditions for NoR 4a were included in the Consent Order.

[3] New Zealand Transport Agency has therefore requested that Court to issue a correction, pursuant to section 278 of the Resource Management Act 1991 (**RMA**) and Rule 11.10 of the District Court Rules 2014, on the basis that:

- (a) The error is an accidental slip / omission;
- (b) Amending the consent determination to correctly record the NoR 4b conditions will not change the outcome of the original consent determination; and
- (c) New Zealand Transport Agency has canvassed all of the parties who signed the original consent memorandum. Auckland Council, Auckland International Airport Ltd, Auckland Transport, New Zealand Transport Agency and Chanel Terminal Services Ltd have all indicated that there are no issues with the consent determination being corrected. No response had been received from Wiri Oil Services Ltd.

Legal framework

[4] In accordance with s 278 of the RMA and Rule 11.10 of the District Court Rules 2014, the Court has the power to correct errors including accidental slips or omissions.

[5] Rule 11.10 is set out as follows:

11.10 Correction of accidental slip or omission

- (1) A judgment or order may be corrected by the court or the Registrar who made it, if it—
 - (a) contains a clerical mistake or an error arising from an accidental slip or omission, whether or not made by an officer of the court; or
 - (b) is drawn up so that it does not express what was decided and intended.
- (2) The correction may be made by the court or the Registrar, as the case may be,—
 - (a) on its own or his or her own initiative; or
 - (b) on an interlocutory application.

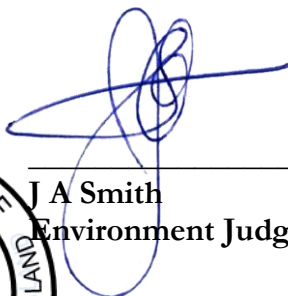
Consideration

[6] I am satisfied that making the amendment is appropriate in accordance with Rule 11.10. The conditions sets attached to the determination for NoR 4b were an inaccurate record of what was agreed between the parties and a correction is therefore necessary. I agree that the error is an accidental slip / omission and amending the consent determination to correctly record the NoR 4b conditions will not change the outcome of the original consent determination.

Outcome

[7] Accordingly, *Auckland International Airport Limited v Auckland Transport* [2024] NZEnvC 225 is amended to now include the correct Notice of Requirement 4b conditions. The corrected consent determination is attached.

[8] There is no order as to costs.



J A Smith
Environment Judge



IN THE ENVIRONMENT COURT
AT AUCKLAND

I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU

Decision [2024] NZEnvC 225

IN THE MATTER OF appeals against the decision for
Designations NoR 4a and NoR 4b for
the Botany to Airport Bus Rapid
Transport Project under section 174 the
Resource Management Act 1991

BETWEEN AUCKLAND INTERNATIONAL
AIRPORT LIMITED

(ENV-2024-AKL-000065)

WIRI OIL SERVICES LIMITED

(ENV-2024-AKL-000067)

Appellants

AND AUCKLAND TRANSPORT
NEW ZEALAND TRANSPORT
AGENCY

Respondents

AND AUCKLAND COUNCIL
CHANNEL TERMINAL SERVICES
LIMITED

Section 274 Interested Parties

Court: Environment Judge M J L Dickey¹ sitting alone under s 279(1)(b)
of the Act

Last case event: 9 August 2024

Judge M J L Dickey is the Acting Judge for this matter in the absence of Judge J A Smith

Botany to Airport Bus Rapid Transport Project



Date of Order: 16 September 2024

Date of Issue: 17 September 2024

CONSENT DETERMINATION

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeals are allowed subject to the amendment of conditions for the Airport to Botany Bus Rapid Transport Project Notice of Requirement NoR 4a as set out in **Appendix A** to this order;
- (2) the respective appeals by Auckland International Airport Ltd (ENV-2024-AKL-000065) and Wiri Oil Services Limited (ENV-2024-AKL-000067) are otherwise dismissed.

B: The Court notes that the conditions for the Airport to Botany Bus Rapid Transit Project Notice of Requirement NoR 4b **Appendix B** do not require any amendments as a result of the amendment made to Condition 26 of NoR 4a made in A(1) above; and

C: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Background

The project

[1] Auckland Transport and New Zealand Transport Agency (**NZTA**) (together, the **Requiring Authorities**) are responsible for the designation, funding,

construction and operation of the Botany to Airport Bus Rapid Transit Project (the **Project**) which involves:²

- (a) a dedicated Bus Rapid Transit (BRT) Corridor in each direction to provide a high capacity, frequent and reliable BRT service;
- (b) stations for the BRT Corridor along the length of the Project with connections to existing transport hubs at Puhinui and Manukau Stations;
- (c) high quality walking and cycling facilities; and
- (d) maintenance of general vehicle lanes in each direction.

[2] Auckland Transport lodged four Notices of Requirement (NoRs) and NZTA lodged one alteration to an existing designation (Designation 6717) with Auckland Council on 9 December 2022. The notices were publicly notified on 10 March 2023.

[3] Auckland International Airport Limited (**AIAL**) and Wiri Oil Services Limited (**WOSL**) both made submissions on the Project in relation to the impacts associated with NoR 4a (Auckland Transport designation from State Highway 20/20B interchange to Orrs Road) and NoR 4b (NZTA alteration of designation 6717). Both parties appeared at the Council hearing. Channel Terminal Services Limited (**CTSL**) provided supporting evidence for WOSL at the Council hearing presentation but did not lodge a submission.

[4] The Independent Hearing Panel issued its Recommendation on 13 December 2023, with the Requiring Authorities issuing their respective decisions on 21 February 2024. WOSL and AIAL filed notices of appeal in relation to the Requiring Authorities' decisions on 2 April 2024.

Appeal by AIAL

[5] AIAL owns the land adjacent to the Project corridor. AIAL has developed the first stage of a new Park and Ride facility to service airport staff and customers accessing the Airport Precinct which includes stormwater infrastructure servicing the

² Joint memorandum of counsel dated 9 August 2024.

area around the Project corridor. It is also planning for the future provision of an upgraded utilities corridor adjacent to the Project corridor.

[6] AIAL considers that the Requiring Authorities' decisions on the Project did not adequately achieve appropriate integration with existing adjacent land use, utility networks, and future work programmes that affect the Airport. AIAL therefore sought amendments to the following conditions to this effect:

- (a) NoR 4a:
 - (i) Condition 3: Land Use Integration Process;
 - (ii) Reinstate Condition 13 – Land Use Integration Process; and
 - (iii) Condition 26: Network Utility Management Plan.
- (b) NoR 4b:
 - (i) Condition 24: Network Utility Management Plan.

[7] The following parties joined the appeal under s 274 of the Act:

- (a) Auckland Council;
- (b) CTSL; and
- (c) WOSL.

Appeal by WOSL

[8] WOSL is a Requiring Authority and approved Network Utility Operator under s 168 of the RMA. It has statutory responsibility for designation 6501 (Wiri to Airport pipeline); and is wholly reliant on the safe and efficient operation of the Channel Infrastructure NZ Ltd pipeline (Ruakaka to Auckland pipeline, designation 9701). These designations intersect with a section of Puhinui Road which is within the NoR 4a designation footprint.

[9] WOSL had concerns that the proposed Condition 26 – Network Utility Management Plan for NoR 4a does not recognise and provide for the operation of

the above designations. It therefore sought amendments to Condition 26 for NoR 4a to ensure the proposed works will address the safety, integrity, operation of and access to these designated corridors.

[10] The following parties joined the appeal under s 274 of the Act:

- (a) Auckland Council;
- (b) AIAL;
- (c) CTSL; and
- (d) NZTA.

Agreement reached

[11] The Requiring Authorities, AIAL, WOSL and CTSL attended meetings on 6 June 2024 and 27 June 2024 to discuss the matters raised in the appeals. As a result of those meetings and subsequent discussions, all parties to the appeals have agreed to the following amendments to the NoR 4a conditions:³

- (a) amendments to Condition 26 Network Utility Management Plan;
- (b) inclusion of a new Condition 27 Specific Network Utilities Integration; and
- (c) renumbering of the Operational Conditions.

[12] The agreed amendments are as follows:⁴

- (a) Amend the Network Utilities Management Plan Condition (Condition 26 for NoR 4a), as follows:
 - (i) Condition 26(b)(ii): delete specific reference to managing the effects 'of dust and any other material' on 'overhead transmission lines in the Project area' only, to broaden the objective to manage

³ Joint memorandum dated 9 August 2024 at [1.2].

⁴ At [3.1].

all effects potentially resulting from construction activities and that cause damage to existing network utilities;

- (ii) Condition 26(c): amendments to provide greater clarity on when Network Utility Operators will be invited to provide the Requiring Authority with information to inform the development of the Management Plan (i.e. at least three (3) months prior to the start of detailed design for a Stage of Work); and
 - (iii) Condition 26(d) and (e): amendments to remove duplication and specific reference to AIAL, on the basis that specific provision has been made for AIAL in the new Condition 27, as outlined further below.
- (b) Include a new Condition 27 Specific Network Utilities Integration, which sets out specific provisions for the following situations:
- (i) where the Project intersects existing designations 9700 and 6501; and
 - (ii) where the Project is required to integrate with existing and future AIAL-owned or managed network utility assets.
- (c) Amend the numbering of the Operational Conditions to Condition 28 through to Condition 41 (previously Condition 27 through to Condition 40).

[13] The AIAL appeal also raised matters on NoR 4b. AIAL was the only appellant to appeal this NoR.

[14] The relief sought by AIAL for NoR 4b related to the wording of Condition 24 – Network Utility Management Plan. AIAL also sought similar relief in relation to the Network Utility Management Plan condition (Condition 26) for NoR 4a.

[15] NoR 4b is an alteration to NZTA's existing designation 6717 for State Highway 20B. The Project requires an alteration to designation 6717 to widen the

existing transport corridor to allow for the reallocation of the State Highway 20B traffic lanes in order to accommodate the BRT lanes.

[16] The designation extents for NoR 4a and NoR 4b directly overlap. As NoR 4a will be subject to NoR 4b, Auckland Transport will be required to obtain written consent from NZTA to do any works within NoR 4b (and the broader designation 6717 where there is an overlap) in accordance with section 177(1)(a) of the RMA.

[17] The Requiring Authorities are project partners for the Project. NZTA confirms that, subject to confirmation of the detailed design, it will provide Auckland Transport with the written consent to do work within the NoR 4b area.

[18] Given the overlap between the two designations, AIAL and the Requiring Authorities agree that it is not necessary to make any amendments to Condition 24 of NoR 4b, as Condition 26 of NoR 4a (as amended above) would apply to the NoR 4b area as well.⁵

[19] The parties proposed that the Court annex a set of the Conditions applying to NoR 4B to any consent order. As none of those conditions are being amended, I will do no more than record the basis of the agreement. It is not necessary to attach the conditions to this consent order.

Consideration

[20] I have read and considered the respective notices of appeal dated 2 April 2024 and the joint memorandum dated 9 August 2024.

[21] I am satisfied that the agreement reached is one that represents the various interests of the parties.

Order

[22] The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits. The court understands for present purposes that:

⁵ Above n 3 at [4.1] – [4.6].

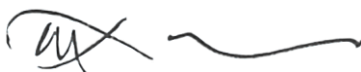
- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeals are allowed subject to the amendment of conditions for the Airport to Botany Bus Rapid Transport Project Notice of Requirement NoR 4a as set out in **Appendix A** to this order;
- (2) the respective appeals by Auckland International Airport Ltd (ENV-2024-AKL-000065) and Wiri Oil Services Limited (ENV-2024-AKL-000067) are otherwise dismissed.

B: The Court notes that the conditions for the Airport to Botany Bus Rapid Transit Project Notice of Requirement NoR 4b **Appendix B** do not require any amendments as a result of the amendment made to Condition 26 of NoR 4a made in A(1) above; and

C: Under section 285 of the Resource Management Act 1991, there is no order as to costs.



MJL Dickey

Environment Judge



Appendix A - Amended conditions of NoR 4A for the Botany to Airport Bus Rapid Transit Project

Designation XXXX – SH20/20B Interchange to Orrs Road

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	SH20/20B Interchange to Orrs Road
Lapse Date	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.

Purpose

Construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
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	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 24

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū (b) Ngāi Tai ki Tamaki (c) Ngāti Te Ata Waiohū (d) Ngāti Whanaunga (e) Ngāti Tamaoho (f) Ngāti Paoa Trust Board (g) Te Ahiwaru (h) Ngāti Tamaterā

	(i) Ngāti Maru Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
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

No.	Condition
General conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.</p> <p>(b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; and (vi) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>

3.	<p>Land use Integration Process</p> <p>(a) 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"> (i) 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); and (ii) 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. <p>(b) 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:</p> <ul style="list-style-type: none"> (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. <p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; E. outputs from any flood modelling; and F. traffic noise modelling contours. (ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii) (iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iv) 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. <p>(d) 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>(e) 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"> (i) a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;
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	<ul style="list-style-type: none"> (ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
4.	<p>Designation Review</p> <ul style="list-style-type: none"> (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable: <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	<p>Lapse</p> <ul style="list-style-type: none"> (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.
6.	<p>Te Ākitai Waiohū – Southwest Gateway Programme</p> <ul style="list-style-type: none"> (a) The Requiring Authority acknowledges Te Ākitai Waiohū as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.
7.	<p>Network Utility Operators and Auckland Council Parks (Section 176 Approval)</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: <ul style="list-style-type: none"> (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	

8.	<p>Outline Plan</p> <ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans). (c) 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. (d) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan.
9.	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua; (iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vii) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 9 may: <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) 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; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.

10.	<p>Mana Whenua Kaitiaki Forum</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"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and C. how pou, art, sculptures, mahi toi or other 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. (ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes; (iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; (iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided; (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: <ul style="list-style-type: none"> A. planting supplied through Mana Whenua and community based nurseries; B. local schools being involved in planting; and C. scholarships, cadetships and job creation. (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; (vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and (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); <ul style="list-style-type: none"> A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why. <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p>
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	(c) The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.
11.	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction.</p> <p>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works.</p> <p>(c) To achieve the objective of the SCEMP:</p> <ul style="list-style-type: none"> (i) at least six (6) months prior to detailed design for a Stage of Work, the Requiring Authority shall identify: <ul style="list-style-type: none"> A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; C. methods and timing to engage with key stakeholders, community groups, organisations and businesses and owners of properties identified in (c)(i)A-B. (ii) a record of (c)(i) shall be submitted with an Outline Plan for the relevant Stage of Work. (iii) the SCEMP shall include: <ul style="list-style-type: none"> A. 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); B. 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; C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community; D. methods and timing to engage with landowners whose access is directly affected; 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) above; and F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(d) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>

12.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. <p>(c) Mana Whenua 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 to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 23) and the Ecological Management Plan (Condition 25) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. <p>(f) To achieve the objective, the ULDMP shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3) (vi) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:
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	<ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: <ul style="list-style-type: none"> a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example, by clustering planting to represent a lost ngahere. F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	<ul style="list-style-type: none"> (vii) provides for an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design.
	<ul style="list-style-type: none"> (g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.
	<ul style="list-style-type: none"> (h) The ULDMP shall include: <ul style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as: <ul style="list-style-type: none"> a. intersection form; b. carriageway gradient and associated earthworks c. contouring including cut and fill batters and/or retaining walls and their interface with adjacent land uses and existing roads (including slip lanes); d. benching; e. spoil disposal sites; f. median width and treatment; and g. roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 23); and

	<p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(i) planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained. Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 25);</p> <p>F. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>G. re-instatement planting of construction and site compound areas as appropriate.</p> <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <p>A. weed control and clearance;</p> <p>B. pest animal management (to support plant establishment);</p> <p>C. ground preparation (top soiling and decompaction);</p> <p>D. mulching; and</p> <p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</p> <p>Advice note:</p> <p>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.</p>
Specific Outline Plan requirements	

	<p>Flood Hazard</p> <p>For the purpose of Condition 13:</p> <ul style="list-style-type: none"> (a) ARI – means Average Recurrence Interval; (b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted. (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage. (d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. (e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
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13.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard over 150mm; (iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (vi) no new flood prone areas; and no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is: <ul style="list-style-type: none"> A. velocity x depth is greater than or equal to 0.6; or B. depth is greater than 0.5m; or C. velocity is greater than 2m/s <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 1% AEP 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>
14.	<p>Existing property access</p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p>
Construction conditions	

15.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) 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; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
16.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>

17.	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction. (b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan. (c) 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. To achieve the objective, the Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan. <p>Advice note:</p> <p>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
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18.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion. (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 11(c)(iii)D; (vii) details of how access for the loading and unloading of goods will be provided for; (viii) 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; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and (xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.
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19.

Construction Noise Standards

(a)

Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 19-1 Construction Noise Standards

Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b)

Where compliance with the noise standards set out in Table 19-1 is not practicable, the methodology in Condition 22 shall apply.

20.

Construction Vibration Standards

(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.

Table 20-1 Construction vibration standards

Receiver	Details	Category A*	Category B**
Occupied activity sensitive to noise			
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	

* Category A criteria adopted from Rule E25.6.30.1 of the AUP

** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

(b)

Where compliance with the vibration standards set out in Table 20-1 is not practicable, the methodology in Condition 22 shall apply

21.	<p>Construction Noise and Vibration Management Plan (CNMVP)</p> <ul style="list-style-type: none"> (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 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: <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 19 and/or vibration standards Condition 20 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
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22.	<p>Schedule to a CNVMP</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"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
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23.	<p>Historic Heritage Management Plan</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 10) and Urban Landscape and Design Management Plan (Condition 12) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP
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	<p>Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.</p>
24.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 24(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>

25.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 24) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>(i) if an EMP is required in accordance with Condition 24(c) for the presence of long-tailed bats:</p> <ul style="list-style-type: none"> A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and E. where mitigation isn't practicable, details of any offsetting proposed. <p>(ii) If an EMP is required in accordance with Condition 24(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and D. details of grass maintenance if Pipit are present. <p>(iii) If an EMP is required in accordance with Condition 24(c) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
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	<p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and c. minimising the disturbance from the works if Construction Works are required within 50m of a nest, as advised by a Suitably Qualified Person. <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice note: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna).
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26.	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (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 existing network utilities <u>overhead transmission lines in the Project area</u>; (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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project <u>shall be invited to provide information to inform development of the NUMP at least three (3) months prior to the start of detailed design for a Stage of Work.</u></p> <p>(d) The development of the NUMP shall:</p> <ul style="list-style-type: none"> (i) <u>(i)</u> consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable; (e) — (ii) <u>(ii)</u> The NUMP shall describe how any comments from the Network Utility Operator(s) (including Auckland International Airport Limited) in relation to its assets have been addressed; <u>and</u> (f) <u>(iii)</u> consider <u>any</u> comments received from the Network Utility Operator(s) (including Auckland International Airport Limited) <u>shall be considered</u> when finalising the NUMP. <p>(g)(e) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.</p>
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27.	<p><u>Specific Network Utilities Integration</u></p> <p>(a) <u>Where the Project intersects with Designations 9700 Wiri to Auckland International Airport Jet Fuel Pipeline and 6501 Petroleum Pipeline – Urban Section:</u></p> <p>(i) <u>the Outline Plan for any Stage of Work shall demonstrate how the Project works have been designed having regard to any technical and safety requirements set out in conditions to those designations; and</u></p> <p>(ii) <u>at least three (3) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall request from Channel Terminal Services Limited and Wiri Oil Services Limited all relevant information on the technical and safety requirements for the Project works including any relevant construction specifications and construction methodologies. The Requiring Authority shall incorporate these requirements into the NUMP.</u></p> <p><u>Advice note:</u> <u>Any such works will require prior written consent from Channel Terminal Services Limited and Wiri Oil Services Limited under section 177 of the RMA.</u></p> <p>(b) <u>The Requiring Authority shall engage with Auckland International Airport Limited at least three (3) months prior to the start of detailed design for a Stage of Work. The purpose of the engagement is to:</u></p> <p>(i) <u>provide for appropriate integration with existing network utility assets that are critical to Airport operations; and</u></p> <p>(ii) <u>consider opportunities to enable, or not preclude, the development and integration of future network utility assets that are critical to Airport operations with the Project, where practicable to do so.</u></p>
<u>Operational conditions</u>	
27.28.	<p><u>Low Noise Road Surface</u></p> <p>(c) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p>
28.29.	<p><u>Future Resurfacing Work</u></p> <p>(d) 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> <p>(i) the volume of traffic exceeds 10,000 vehicles per day; or</p> <p>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</p> <p>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</p> <p>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</p> <p>(e) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 028(a)(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>

	<p>Traffic Noise</p> <p>For the purposes of Conditions 030 to 041:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories; (j) 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 028; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
29-30.	<p>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 030 to 041 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. <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>
30-31.	<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 Schedule 2: Identified PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 028 may be (or be part of) the Selected Mitigation Option(s).</p>
31-32.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.</p>
32-33.	<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>
33-34.	<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>

<u>34.35.</u>	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB _{L_{Aeq}(24h)} inside Habitable Spaces ('Category C Buildings').
<u>35.36.</u>	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.
<u>36.37.</u>	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition <u>036</u> above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (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 <u>036</u> above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
<u>37.38.</u>	Subject to Condition <u>037</u> above, within six months of the assessment undertaken in accordance with Condition <u>037</u> , the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40dB _{L_{Aeq}(24h)} inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
<u>38.39.</u>	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.
<u>39.40.</u>	Subject to Condition <u>038</u> , where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition <u>039</u> if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition <u>038</u> (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
<u>40.41.</u>	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

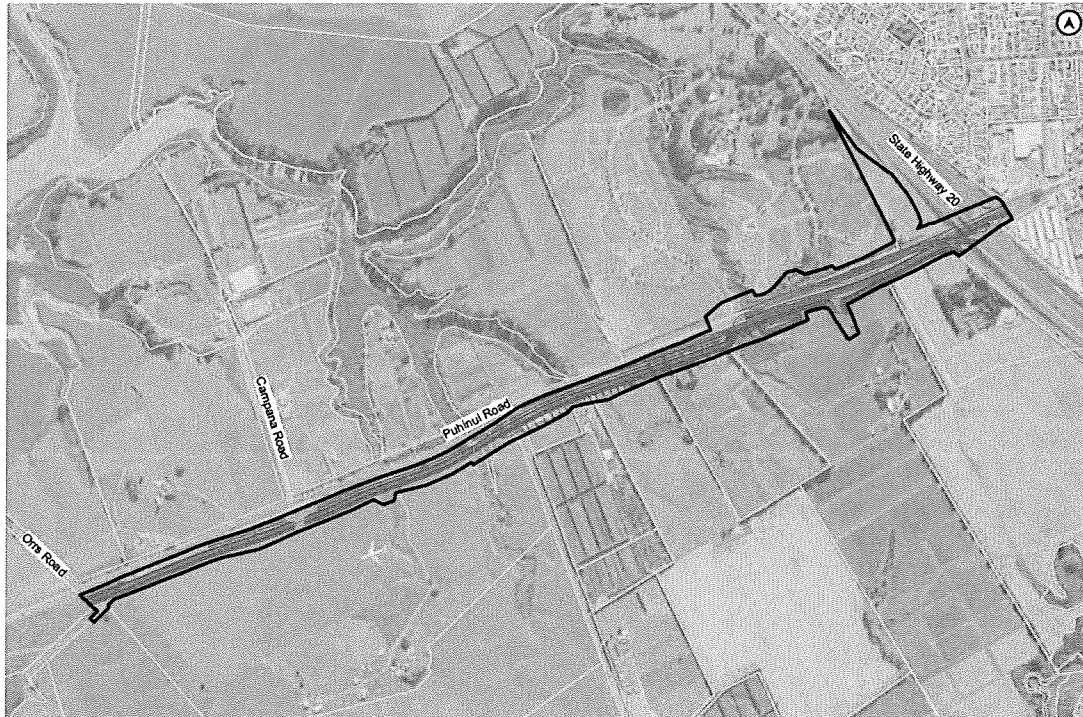
Attachments

Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An extension of Puhinui Road to accommodate BRT lanes (centre-running to Manukau Memorial Gardens, then south running to Orrs Road), general traffic lanes and walking and cycling facilities;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

Concept plan:



Schedule 2: Identified PPFs noise criteria categories

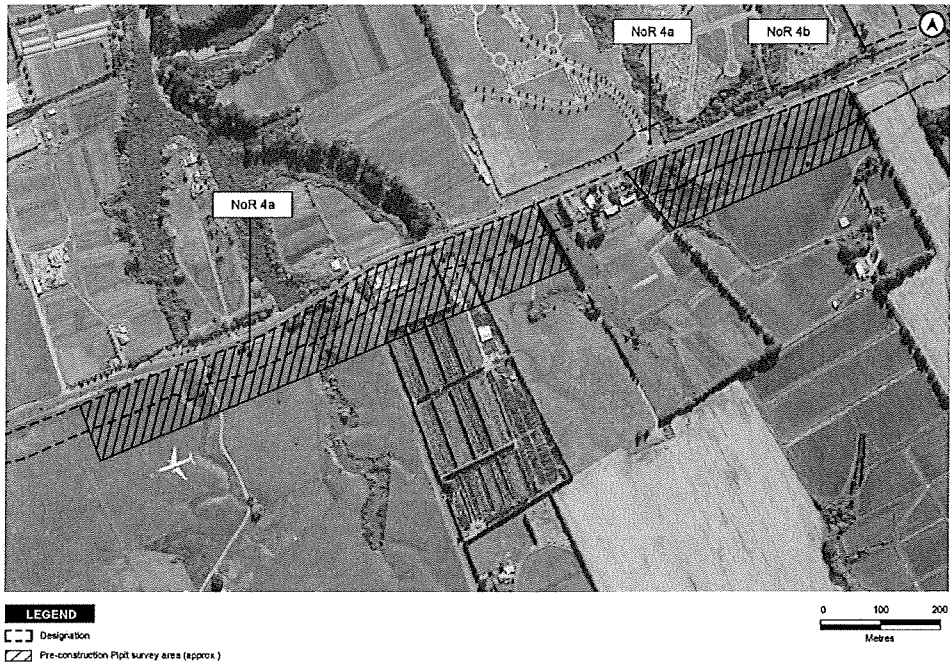
Address	New or Altered Road	Noise Criteria Category
485 Puhinui Road	Altered	Category A
485 Puhinui Road	Altered	Category C
485 Puhinui Road	Altered	Category C
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A

Schedule 3: Identified Biodiversity Areas

Pre-construction wetland bird survey area



Pre-construction pipit survey area



Appendix B - Conditions of NoR 4B for the Botany to Airport Bus Rapid Transit Project

Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport

Designation Number	6717
Requiring Authority	New Zealand Transport Agency
Location	SH20/20B Interchange to Manukau Memorial Gardens
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

State Highway 20B road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
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	Confirmation from the Manager that a material change to a plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 22
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.

	Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū; (b) Ngāi Tai ki Tamaki; (c) Ngāti Te Ata Waiohū; (d) Ngāti Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru; (h) Ngāti Tamaterā; and (i) Ngāti Maru. Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads

Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is NZ Transport Agency.
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

No.	Condition
General conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; or (ii) the Project description and concept plan in schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	<p>(a) Conditions 1 – 24 of this designation shall only apply to the work described in the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Except where explicitly provided for, Conditions 1 – 24 do not apply to works associated with ongoing operation, safety improvements, and maintenance of the existing state highway, or the upgraded state highway following construction of the Project.</p>
3.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within 6 months of the inclusion of this designation in the AUP. All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) a subscription service to enable receipt of Project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
4.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	<p>Te Ākitai Waiohū – Southwest Gateway Programme</p> <p>The Requiring Authority acknowledges Te Ākitai Waiohū as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>
6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited where applicable) with</p>

	<p>existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Pre-construction conditions	
7.	<p>Outline Plan</p> <ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans). (c) 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. (d) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage and Archaeology Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan.
8.	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua; (iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vii) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 8 may: <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; and

	<ul style="list-style-type: none"> (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (c) 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. (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
9.	<p>Mana Whenua Kaitiaki Forum</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and C. how pou, art, sculptures, mahi toi or other 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. (ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes; (iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; (iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided; (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: <ul style="list-style-type: none"> A. planting supplied through Mana Whenua and community based nurseries; B. local schools being involved in planting; and C. scholarships, cadetships and job creation. (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; (vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and (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): <ul style="list-style-type: none"> A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and

	<p>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</p> <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and 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 the Completion of Construction or as agreed with Mana Whenua.</p> <p>Advice note For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</p>
10.	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction.</p> <p>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works. To achieve the objective of the SCEMP:</p> <p>(i) at least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify:</p> <p>A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</p> <p>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; and</p> <p>C. methods to engage with key stakeholders, community groups, organisations, businesses and the owners of properties identified in (b)(i)A-B above.</p> <p>(ii) a record of (b)(i) shall be submitted with an Outline Plan for the relevant Stage of Work;</p> <p>(iii) the SCEMP shall include:</p> <p>A. 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);</p> <p>B. 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;</p> <p>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p>D. methods and timing to engage with landowners whose access is directly affected;</p> <p>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) above; and</p> <p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>

11.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the ULDMP is to: <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. (c) Mana Whenua 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 to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 21) and the Ecological Management Plan (Condition 23) may be reflected in the ULDMP. (d) Key stakeholders 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. (e) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version. (f) To achieve the objective, the ULDMP shall provide details of how the project: <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;
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	<ul style="list-style-type: none"> E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: <ul style="list-style-type: none"> a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere. F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	<ul style="list-style-type: none"> (vi) provides for an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design.
	<ul style="list-style-type: none"> (g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.
	<ul style="list-style-type: none"> (h) The ULDMP shall include: <ul style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as: <ul style="list-style-type: none"> a. intersection form; b. carriageway gradient and associated earthworks c. contouring, cut and fill batters and/or retaining walls and their interface with adjacent land uses; d. benching; e. spoil disposal sites; f. median width and treatment; and g. roadside width and treatment. B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 21); and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
	<ul style="list-style-type: none"> (i) planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for berms; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. planting of stormwater wetlands;

	<ul style="list-style-type: none"> E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 23); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Specific Outline Plan requirements	
	<p>Flood Hazard</p> <p>For the purpose of Condition 12:</p> <ul style="list-style-type: none"> (a) ARI – means Average Recurrence Interval; (b) Existing authorised habitable floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted; (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
12.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm; (iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;

	<ul style="list-style-type: none"> (v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (vi) no new flood prone areas; and (vii) no increase of flood hazard for main access to existing authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is: <ul style="list-style-type: none"> A. velocity x depth is greater than or equal to (\geq) 0.6; or B. depth is greater than ($>$) 0.5m; or C. velocity is greater than ($>$) 2m/s. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
Construction conditions	
13.	<p>Construction Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) 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; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.

14.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
15.	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(c) 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. To achieve the objective, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve the objective, the CTMP shall include:</p>

	<ul style="list-style-type: none">(i) methods to manage the effects of temporary traffic management activities on traffic;(ii) measures to ensure the safety of all transport users;(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists;(vi) methods to maintain access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 10(b)(iii)D;(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); and(ix) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and(x) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded.																																																										
17.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17-1 Construction Noise Standards</p> <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AF}max</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table>	Day of week	Time period	L _{Aeq} (15min)	L _{AF} max	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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	1800h – 0730h	75 dB																																																									

	(b) Where compliance with the noise standards set out in Table 17-1 is not practicable, the methodology in Condition 20 shall apply.																							
18.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 18-1 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B**</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><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></table> <p>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 18-1 is not practicable, the methodology in Condition 20 shall apply.</p>	Receiver	Details	Category A*	Category B**	Occupied activity sensitive to noise				Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																					
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																						
19.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019) and shall as a minimum, address the following:</p> <ul style="list-style-type: none">(i) description of the works and anticipated equipment/processes;(ii) hours of operation, including times and days when construction activities would occur;(iii) the construction noise and vibration standards for the Project;(iv) identification of receivers where noise and vibration standards apply;(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;(vi) methods and frequency for monitoring and reporting on construction noise and vibration;(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.(viii) contact details of the Project Liaison Person;(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;																							

	<ul style="list-style-type: none"> (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 17 and/or vibration standards Condition 18 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
20.	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 17; and (ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (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. To achieve the objective, the Schedule shall include details such as: <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

21.	<p>Historic Heritage Management Plan</p> <ul style="list-style-type: none"> (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 9) and Urban Landscape Design Management Plan (Condition 11) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to security fencing or hoardings around historic heritage and archaeological sites places to protect them from damage during construction or unauthorised access; (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15).
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	<p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</p>
22.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 2 are still present.</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species in accordance with Condition 22(a), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
23.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods which may include:</p> <p>(i) if an EMP is required in accordance with Condition 22(c) for the presence of long-tailed bats:</p> <ul style="list-style-type: none"> A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and E. where mitigation isn't practicable, details of any offsetting proposed. <p>(ii) if an EMP is required in accordance with Condition 22(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of

	<p>the Pipit bird breeding season (August to February) where practicable;</p> <p>C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and</p> <p>D. details of grass maintenance if Pipit are present.</p> <p>(iii) if an EMP is required in accordance with Condition 22(c) for the presence of Threatened or At-Risk wetland birds:</p> <p>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</p> <p>B. where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</p> <p>C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</p> <p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <p>a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</p> <p>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</p> <p>c. minimising the disturbance from the works if Construction Works are required within 50m of a nest, as advised by a Suitably Qualified Person.</p> <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice note:</p> <p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <p>(i) Stream and/or wetland restoration plans;</p> <p>(ii) Vegetation restoration plans; and</p> <p>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</p>
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24.	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. To achieve the objective, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (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; and (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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.
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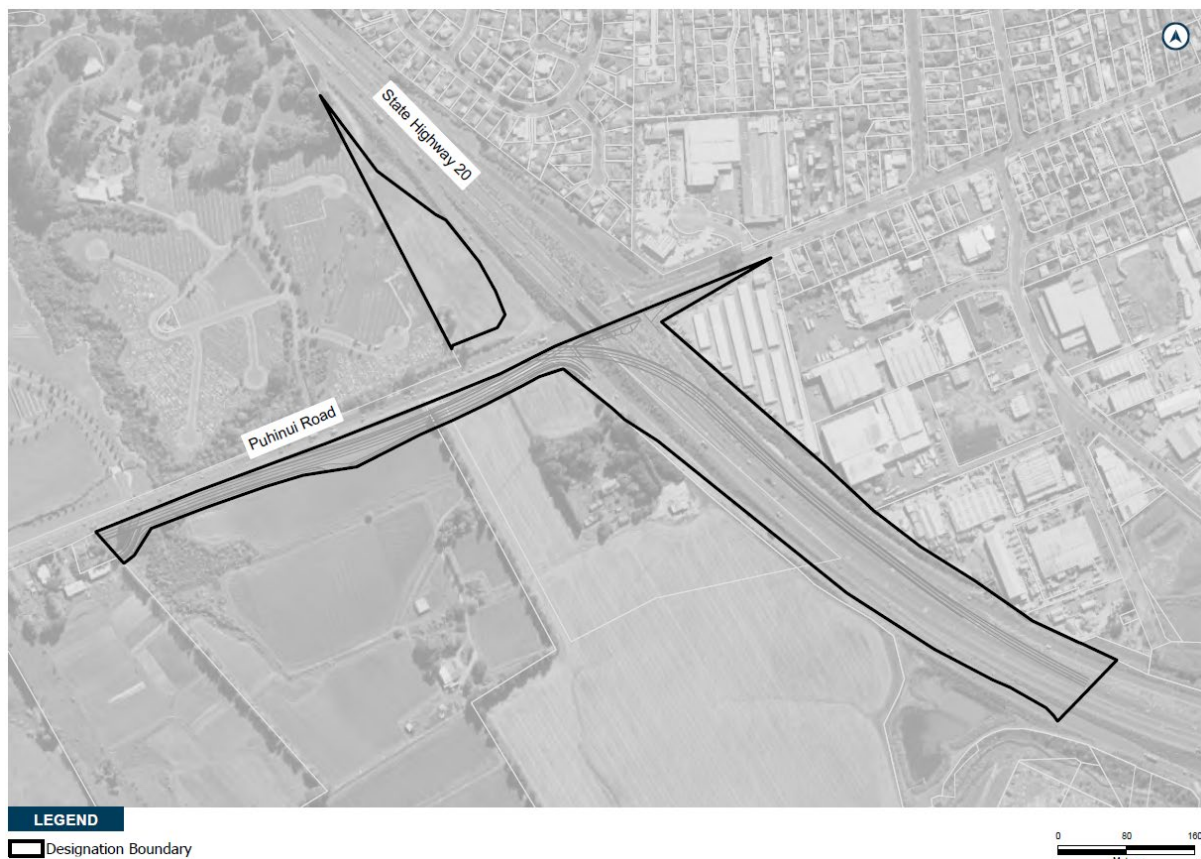
Attachments

Schedule 1: General accordance plan and information

The proposed work is an upgrade of the existing State Highway 20B (SH20B) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (BRT) corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and
- (c) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

Concept plan:



Schedule 2: Pre-construction pipit survey area

