

10 June 2022

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Dear Nicholas

NOTICE OF DECISION OF AUCKLAND TRANSPORT UNDER SECTION 172 OF THE RESOURCE MANAGEMENT ACT 1991

Thank you for your letter dated 28 April 2022 advising of the recommendation of the Auckland Council Independent Hearing Commissioners in relation to the four Auckland Transport Notices of Requirement that comprise part of the Drury Arterial Network:

- NoR D2 - Jesmond to Waihoehoe West Frequent Transit Network (FTN) Upgrade
- NoR D3 - Waihoehoe Road East Upgrade
- NoR D4 - Ōpāheke North-South FTN Arterial
- NoR D5 - Ponga Road and Ōpāheke Road Upgrade

The Commissioners' recommendation was that the Notices of Requirement should be **confirmed** subject to conditions.

Pursuant to Section 172 of the Resource Management Act 1991, Auckland Transport accepts in part the Commissioners' recommendation in relation to the Notices of Requirement.

The table below sets out the modifications made by Auckland Transport to the Notices of Requirement conditions recommended by the Hearing Commissioners on 28 April 2022 and the reasons for the modifications. Only those conditions that Auckland Transport has modified are outlined in the table below.

All other conditions are accepted as recommended by the Hearing Commissioners. Complete sets of designation conditions, including modifications made and a clean set as a result of the Auckland Transport decision, are **attached** to this letter as **Appendices A – D**.

Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners for NoRs D2 – D5

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
All	Abbreviations and definitions	<p>Certification of material changes to management plans <u>and CNVMP Schedules</u></p> <p>Confirmation from the Manager that a material change to a plan <u>or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan <u>or CNVMP Schedule</u> shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></p>	<p>Accept Commissioners' recommendation with modifications to also provide for certification of material changes to the CNVMP Schedules and the associated certification timeframe to ensure construction works are not unreasonably delayed.</p>
All	3 ¹	<p>Designation Review</p> <p>(a) ...</p> <p>(b) Notwithstanding the above, on an on-going basis, and at least every six months until Completion of Construction, the Requiring Authority shall:</p> <p>(i) assess whether any areas of the designation that have been identified for construction purposes are still required for that purpose;</p> <p>(ii) identify any areas of the designation that are no longer necessary for construction purposes or the on-going operation or maintenance of the project or for on-going mitigation measures; and give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>	<p>Reject – Auckland Transport does not consider that a six-month timeframe for review of the necessity of the designated area for construction or operation of the Project is a feasible or efficient method for managing potential uncertainty or perceived planning blight for affected parties prior to implementation of the Project.</p> <p>Until funding is secured for the Project to coincide with future land release, AT does not anticipate undertaking any further design work to enable refinement of the designated boundaries.</p> <p>To keep affected parties informed, the designation conditions (see Condition 2) provides for Project information to be shared through the establishment of a project website or equivalent project information source which will include information and updates on project development, timelines, the s176 approval process, engagement with landowners and Public Works Act processes.</p>
NoR D4 and D5	4 ²	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 <u>20</u> years from the date on which it is included in the AUP.</p>	<p>Reject 15-year lapse date for NoR D4 and NoR D5</p> <p>The Commissioners' recommended 15 year lapse date for NoR D4 and NoR D5 appears to be based on a misunderstanding of the planned timing of land release for future urban zoned land in Ōpāheke and related Project implementation timeframe.</p> <p>As acknowledged by the Commissioners, expert transport modelling carried out subsequent to FULSS has demonstrated that the NoR D4 and NoR D5 Projects are anticipated to be sequenced and implemented in FULSS Decade 3 (2038-2048) – outside the proposed 15-year lapse date. The 20-year lapse date accounts for land in the relevant areas being released for development (according to the FULSS to be Decade 2 (2028-2038), the development actually eventuating, and the transport infrastructure being implemented to support that growth.</p> <p>Further, the 20-year lapse date provides adequate time to secure funding, undertake detailed design and purchase property. The 20 year lapse period was therefore carefully determined for NoR D4 and D5 using a range of considerations as noted by the Commissioners.</p> <p>Auckland Transport does not consider a reduced lapse period from 20 years to 15 years necessarily provides a better outcome in terms of delivering the Projects and providing certainty to landowners. Route protecting the corridor for the necessary timeframe delivers certainty to the community and stakeholders and safeguards the alignment from inappropriate use and development.</p> <p>In reality, Auckland Transport is unable to commence detailed design/implementation of these Projects until funding has been secured. This will be determined based on the rate of growth in the area and</p>

¹ NoRs D3 – D5: Condition 3

² NoRs D4 and D5: Condition 4

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			<p>relies on funding to be allocated at a national and regional level (i.e. through the Auckland Regional Land Transport Plan).</p> <p>Auckland Transport recognises that a longer lapse period may result in a perception of planning blight or uncertainty over private property impacts for landowners. However, these potential effects can be appropriately managed through other conditions which have been specifically designed to inform affected parties on project details and timelines (for example, see NoR D2 Condition 2, Condition 18, Condition 19) and other statutory mechanisms such as the s176 approval process and in some circumstances early acquisition.</p>
All	9 ³	<p>Urban and Landscape Design Management Plan</p> <p>(a) A ULDM shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDM(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project's potential adverse landscape and visual effects are avoided, remedied or mitigated as far as practicable and it contributes to a quality urban environment. <p>(c) The ULDM 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; and (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>and shall have regard to the outcomes of the Drury Ōpāheke Structure Plan and the mitigation measures detailed in the evidence of Mr Chris Bentley paragraph 14.19.</p> <p>(d) To achieve the objective, the ULDM(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character, and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure, and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. 	<p>Reject additions made to Condition 9 (c) to include reference to the outcomes of the Drury Ōpāheke Structure Plan.</p> <p>While Auckland Transport acknowledges the role of the Drury Ōpāheke Structure Plan in the planning process for future growth areas, it also considers that the Structure Plan is only indicative of the future land use at a point in time. Auckland Transport notes that there are already some differences in the land use patterns from that proposed in the Drury-Ōpāheke Structure Plan and what is being progressed through the current private plan changes, some of which have been approved and may shortly be operative.</p> <p>Notwithstanding this, the outcomes of the Drury Ōpāheke Structure Plan are generally provided for in the ULDM condition. The condition has been drafted in a manner that ensures the detailed design of the Projects will respond to the land use present or planned at the time the Projects are being implemented, which Auckland Transport considers to be an appropriate response. If, upon implementation of the Project, the planned land use (including open space and riparian networks) reflects the outcomes of the Drury Ōpāheke Structure Plan, then the same outcomes will be achieved.</p> <p>Reject additions made to Condition 9 (c) to include reference to the landscape and visual mitigation measures detailed in Mr Bentley's evidence.</p> <p>As Mr Bentley confirmed in evidence these measures were already covered in the ULDM conditions⁴. Contrary to the Commissioners apparent understanding, Ms Skidmore for the Council also confirmed that the scope of the conditions around the preparation of an ULDM is suitable and provides a sufficient framework to enable relevant matters and the detailed recommendations set out in both the Urban Design Framework and Landscape Assessment⁵. Auckland Transport does not therefore consider any further conditions are necessary</p>
All	10 ⁶	<p>(a) The ULDM(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and 	

³ NoRs D3 – D5: Condition 9

⁴ NoR D3: Mr Bentley primary evidence at paragraph 18.13
NoR D4: Mr Bentley primary evidence at paragraph 21.15
NoR D5: Mr Bentley primary evidence at paragraph 25.17

⁵ Auckland Council s42 Addendum (NoR D2 – D5), Appendix 1 Pages. 40-43, Paragraph 7

⁶ NoRs D3 – D5: Condition 10

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(iii) landscape and urban design details that cover the following:</p> <ul style="list-style-type: none"> A. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, sign gantries and signage, fences, and median barriers; 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; and integration of open space linkages; H. historic heritage places with reference to the HHMP in Condition 26⁷; and I. re-instatement of construction and site compound areas, driveways, accessways and fences. 	<p>Reject addition to clause (a)(iii)(G) – integration of open spaces is already provided for in Condition 9 (d)(i).</p>
D2	11	<p>(a) The ULDMP(s) shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 29. 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, including ecological linkages identified in the Drury – Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. identification of vegetation to be retained and any planting requirements under Conditions 27 and 28; F. integration of any planting requirements required by conditions of any resource consents for the Project; and G. reinstatement planting of construction and site compound areas as appropriate; (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 (iii) detailed specifications relating to the following: <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; and 	<p>Reject (a)(i)(C) – Auckland Transport does not consider it necessary to include “ecological linkages identified in the Drury-Ōpāheke Structure Plan or any subsequent plan” as integration with these linkages are covered by reference to streams, riparian margins and open space zones” which are included in the preceding words in the subclause of this condition.</p>

⁷ NoRs D3 – D5: Condition 23

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		<p>(iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</p>	<p>Reject (iv) as the Waka Kotahi P39 Standard is already included in the condition in 9(c)(iv).</p>
D3 and D4	11	<p>(a) The ULDM shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. street trees, shrubs and ground cover suitable for berms; B. where practicable, mature trees and native vegetation should be retained; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; including ecological linkages identified in the Drury – Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. reinstatement planting of construction and site compound areas as appropriate; (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 (iii) detailed specifications relating to the following: <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; and <p>(iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDM(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDM.</p> <p>Advice Note: <i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>	<p>Reject 11(a)(i)(C) – Auckland Transport does not consider it necessary to include “ecological linkages identified in the Drury-Ōpāheke Structure Plan or any subsequent plan” as integration with these linkages are covered by the reference to “streams, riparian margins and open space zones” which are included in the preceding words in the subclause of this condition.</p> <p>Reject (iv) as the Waka Kotahi P39 Standard is already included in the condition in 9(c)(iv).</p>
D5	11	<p>(a) The ULDM shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 2524. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for berms; 	

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		<p>C. treatment of fill slopes to integrate with adjacent land use , streams, riparian margins and open space zones; including ecological linkages identified in the Drury – Ōpāheke Structure Plan;</p> <p>D. planting of stormwater wetlands;</p> <p>E. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>F. reinstatement 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; and</p> <p>(iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p>Advice Note: <i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>	<p>Reject (a)(i)(C) – Auckland Transport does not consider it necessary to include “ecological linkages identified in the Drury-Ōpāheke Structure Plan or any subsequent plan” as these linkages are covered by the integration requirements with “streams, riparian margins and open space zones” in the preceding words of that sub-clause of the condition.</p> <p>Reject (iv) as the Waka Kotahi P39 Standard is already included in the condition in 9(c)(iv).</p>
All	14 ⁸	<p>Existing Property Access</p> <p>Where the accessibility of a property vehicle accessway, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>	<p>Reject the addition of ‘accessibility’</p> <p>The Commissioners noted that the term ‘accessibility’ allows for the consideration of any effects that may result from turning restrictions that are placed on existing property accesses. While consideration of turning restrictions on individual properties has been assessed as part of the Project design, it may not be feasible or safe in every instance to reinstate alternative turning movements upon implementation of the Project.</p> <p>Auckland Transport therefore does not consider the addition of the term ‘accessibility’ is appropriate as there are various definitions of accessibility that typically involve a much broader meaning than what is intended here, which is to manage direct property access effects and the provision of alternate safe access upon implementation of the Project works. The reference to access rather than accessway has been retained for consistency.</p>

⁸ NoRs D3 – D5: Condition 13

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
All	18 ⁹	<p>Stakeholder Communication and Engagement Management Plan</p> <p>(a) A SCEMP shall be prepared in consultation with the Council at least 6 months prior to the Start of Construction for a Stage of Work.</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 throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with; (vi) Methods and timing to engage with landowners whose access is directly affected; (vii) (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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> <p>(d) The SCEMP shall be reviewed six monthly for the duration of construction and updated if required. Any updated SCEMP shall be provided to the persons referred to in (b) and Auckland Council for review and agreement on any further action to be undertaken. Any further action recommended as a result of this review shall be undertaken by the Project Liaison Person and confirmation of completion provided to Auckland Council. If, in the course of amendments undertaken as part of the review process, a material change to the SCEMP is made, those parties affected by the change shall be notified within 1 month of the material change occurring.</p>	<p>Reject addition to clause (a) in SCEMP condition</p> <p>The Commissioners consider that the preparation of the SCEMP will benefit from Council's broader regulatory view.</p> <p>However, Auckland Transport considers this to be unnecessary where the plan will be prepared by a suitably qualified and experienced person and its project teams are sufficiently experienced in engagement for projects of this nature.</p> <p>Reject (b)(vi). The addition by the Commissioners relates specifically to Condition 14 (NoR D2) "Existing Property Access". Under Condition 14, directly affected landowners will be consulted with and the Outline Plan must demonstrate how safe alternate access is provided (unless agreed with the affected landowner). The SCEMP is targeted communication and engagement during Construction Works. Therefore, the engagement with landowners whose access is affected under Condition 14 will be undertaken earlier than the preparation of the SCEMP and better addressed via that process.</p> <p>Reject addition of clause (d) in SCEMP condition.</p> <p>The SCEMP will be submitted to Council for its information only, which Auckland Transport understands the Council agreed with. The proposed addition of clause (d) sets out a six monthly review and agreement process with Council for material changes. Given the original SCEMP will be provided to Council for its information only, this subsequent variation process is considered to be disproportionate and inefficient.</p>
All	19 ¹⁰	<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) the weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint; and 	<p>Reject addition of (a)(v) – Condition 17(b)(xi) requires the CEMP to include procedures for responding to complaints about Construction Works. Air quality matters will be dealt with under regional consents.</p>

⁹ NoRs D3 – D5: Condition 15

¹⁰ NoRs D3 – D5: Condition 16

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		<p>(vi) (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> <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>	
All	22 ¹¹	<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 <u>as far as practicable</u>:</p> <p>...</p>	<p>Reject removal of “as far as practicable” in (a).</p> <p>There will be times that construction noise cannot meet the noise standards, which is standard practice and why CNVMPs are typically developed. The purpose of this condition is to require compliance with those standards in the first instance, as far as practicable.</p>
All	24 ¹²	<p>Construction Noise and Vibration Management Plan</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for preventing or minimising the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22¹³ and 23¹⁴ to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 ‘Acoustics – Construction Noise’ (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options including prioritising the management of construction activities to any requirements to avoid limit night works and works during other sensitive times, including Sundays and public holidays <u>as far as practicable, unless it can be demonstrated that the work cannot practicably be undertaken during the daytime due to safety reasons, unreasonable traffic congestion or traffic delays or similar reasons;</u> (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) identification of areas where compliance with the noise (Condition 22)¹⁵ and/or vibration standards (Condition 23)¹⁶ Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for 	<p>Reject addition in clause 24(c) and reinstate the original wording – NZS6803 refers to the identification of methods to ‘manage’ construction noise. Auckland Transport considers that the reinstatement of the term ‘management of’ in the condition is appropriate as this is consistent with the standards and with the intention of the CNVMP as set out in NZS6803.</p> <p>Reject in part additions made to clause 24(c)(v)</p> <p>The Commissioners considered that construction for the Drury Arterial Network is likely to take place in a developed urban environment²².</p> <p>However, Auckland Transport notes that the technical assessments have considered the construction of the Projects to occur either ahead of or in parallel to, the urbanisation of the area. The extent of noise sensitive receivers is therefore currently unknown and will depend on project implementation timing.</p> <p>In relation to 24 (c)(v) Auckland Transport notes that the construction noise standards (NoR D2 – Condition 22) already preclude noisy or intensive construction activities on Sunday and public holidays to an appropriate extent through reduced noise levels criteria and working hours on these days. In any event, Auckland Transport has accepted the majority of the Commissioners’ recommendation with some modification for simplicity.</p>

¹¹ NoRs D3 – D5: Condition 19

¹² NoRs D3 – D5: Condition 21

¹³ NoRs D3 – D5: Condition 19

¹⁴ NoRs D3 – D5: Condition 20

¹⁵ NoRs D3 – D5: Condition 19

¹⁶ NoRs D3 – D5: Condition 20

²² Independent Hearing Commissioners Recommendation Report, pg.45, paragraph 221

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>those areas where compliance with the noise (Condition 22¹⁷) and/or vibration standards (Condition 23¹⁸ Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 24(c)(x))¹⁹;</p> <p>(xii) procedures for:</p> <p>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 23²⁰; and</p> <p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 23²¹, <u>including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</u>; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>	<p>Reinstate deleted text in (c)(xii)(B) – Auckland Transport considers clause (c)(xii)(B) makes it clear how the criteria identified in Condition 23 (NoR D2) should be applied and what measures should be implemented should the construction vibration criteria be exceeded.</p>
All	25 ²³	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22²⁴, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23²⁵.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures for preventing or minimising to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 25 (a)²⁶ and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) 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</p>	<p>Reject addition in clause 25(b) and reinstate the original wording – NZS6803 refers to the identification of methods to 'manage' construction noise. Auckland Transport considers that the reinstatement of the term 'management' in the condition is appropriate as this is consistent with the standards and with the intention of the CNVMP as set out in NZS6803.</p>

¹⁷ NoRs D3 – D5: Condition 19

¹⁸ NoRs D3 – D5: Condition 20

¹⁹ NoRs D3 – D5: Condition 21(c)(x)

²⁰ NoRs D3 – D5: Condition 20

²¹ NoRs D3 – D5: Condition 20

²³ NoRs D3 – D5: Condition 22

²⁴ NoRs D3 – D5: Condition 19

²⁵ NoRs D3 – D5: Condition 20

²⁶ NoRs D3 – D5: Condition 22(a)

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(vi) location, times and types of monitoring.</p> <p>(c) When construction vibration from a construction activity is either predicted or measured to exceed the Category B standard at the receivers in Condition 19, the construction activity shall not commence until a Suitably Qualified and Experienced Person has undertaken a building condition survey (provided the affected owners and/or occupiers have agreed to such survey). The building condition survey shall as a minimum include, but not limited to, the following:</p> <p>(i) Determination of building classification: commercial, industrial, residential or a historic or sensitive structure;</p> <p>(ii) determination of building specific vibration damage risk thresholds; and</p> <p>(iii) recording (including photographs) the major features of the buildings including location, type, construction (including foundation type), age and present condition, including existing levels of any aesthetic damage or structural damage.</p> <p>(d) The building condition survey and specific Best Practicable Option measures to prevent and minimise vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP shall be added as a Schedule. The Schedule shall be prepared in consultation with the owners and occupiers of buildings subject to the Schedule, and as a minimum, contain the information set out in (b) above and the findings of the building pre-condition survey.</p> <p>(e) Vibration monitoring shall be undertaken and continue throughout the construction activity covered by the Schedule. Following completion of the activity, a building condition survey shall be undertaken to determine if any damage has occurred as a result of construction vibration, and any such damage shall be repaired by the Requiring Authority.</p> <p>(f) (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>(g) (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 (f)(c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>	<p>Reject – additions made in clause 25 (c) – (e).</p> <p>These matters are already covered in the CNVMP condition (NoR D2 – Condition 24(c)(xii)) and do not need to be duplicated in a Schedule.</p> <p>Auckland Transport considers that Condition 24(c)(xii) makes it clear how the construction vibration criteria identified in Condition 23 (NoR D2) should be applied and what mitigation measures should be put in place if the construction vibration criteria are to be exceeded.</p>
D2	26	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <p>(i) To deliver positive historic heritage opportunities and outcomes.</p> <p>(ii) To avoid as far as practicable, adverse effects on historic heritage places.</p> <p>(iii) Where avoidance of adverse effects cannot be achieved, remedy or mitigate all adverse effects on historic heritage places as far as practicable.</p> <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up to date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p>	<p>Reject in part</p> <p>The restructure of the HHMP is inconsistent with the general structure of the management plan conditions across the designation conditions. As the HHMP has been merged with the original condition proposed by Auckland Transport, the HHMP is now overly prescriptive for a route protection designation and in many instances is repetitive and long.</p> <p>Importantly, the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua). The Council will be able to input into the HHMP before it is submitted with the Outline Plan. Council will have another opportunity to provide comment on the Outline Plan. Therefore, Auckland Transport considers the prescriptive nature of the Council's recommended condition (which the Commissioners have largely adopted) is not appropriate or necessary.</p> <p>Specific reasons for the modifications are below: It is not necessary to specify a "nominated heritage specialist" in (b). The overall "management plan" condition (NoR D2 – Condition 7) sets out that all management plans are to be prepared by a Suitably</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation;</p> <p>(ii) Additional areas of survey and investigation undertaken as part of the project; and</p> <p>(iii) Further assessment and field survey of historic heritage by the nominated heritage specialist(s) which include (but are not limited to) the following:</p> <p>A. locations proximate to waterways adjacent to Oira Creek and the Ngākōroa Stream. Definition of the extent of the site of the Runciman homestead and farm buildings (NZAA R12/1131, CHI 22177) using non-invasive techniques or exploratory investigation</p> <p>B. Historic tauranga waka site (NZAA R12/1131, 22177)</p> <p>C. Ngākōroa Stream bridge site (NZAA R12/1171, CHI 23172)</p> <p>D. Commissariat redoubt and wharf site, including related features including beyond the defensive perimeter (NZAA R12/756, CHI 319, 14072, AUPOIP UID 2173)</p> <p>E. Norrie Road Hingaia Stream bridge site (NZAA R12/1152, CHI 23078)</p> <p>F. Drury Post Office store, bakehouse and residence sites (NZAA R12/1143, CHI 23071; NZAA R12/1149, CHI 23075)</p> <p>G. Commercial buildings site/s, 236 Great South Road (no site number/s)</p> <p>H. St John's Church and graveyard (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUPOIP UID 707)</p> <p>I. Aroha Cottage/paymaster's house (CHI 2455, HNZPT list 692, AUPOIP UID 704)</p> <p>J. Former Drury creamery and casein factory (CHI 15102)</p> <p>K. Former railway worker's residence (CHI 22288)</p> <p>(iv) If removal of the former Drury creamery and casein factory building cannot be avoided as part of the detailed design of the Project, then:</p> <p>A. In the first instance, options for relocation of parts or all of the building within the local area shall be investigated</p> <p>B. If relocation options can be shown to have been exhausted, the building shall be demolished, subject to archaeological deconstruction by a suitably qualified and experienced buildings archaeologist (including salvaging historic materials in reusable condition where possible) and recorded in accordance with Level 1 of HNZPT Archaeological Guidelines Series No. 1 (AGS 1): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version</p> <p>C. The Manager and the Manager: Heritage Unit shall be advised in writing at least 10 working days prior to the relocation or demolition of the building with accompanying records</p> <p>(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.</p> <p>(e) (b) To achieve the outcomes in (a), the HHMP shall as a minimum identify and include: <u>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:</u></p> <p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p>	<p>Qualified and Experienced Person(s). This was also agreed by the Commissioners in their recommendation report but did not translate to their recommended conditions.</p> <p>Reject (c) (listing every site potentially affected by the Project).</p> <p>Under (c)(ii) and (iii), the HHMP will set out the methods for identifying all known and potential sites within the designation and the sites will be recorded along with details of any archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014. At the time of preparing the HHMP, an up to date assessment must be undertaken to fulfil the conditions. On this basis, Auckland Transport does not consider it necessary to list every site potentially affected by the Project.</p> <p>Reinstate the original objective of the HHMP. The reinstated objective of the HHMP achieves the same outcome as the objective recommended by the Commissioners and retains a consistent structure with the other management plan conditions in the designation.</p> <p>The HHMP proposed for the NZTA designation 6769 (Ara Tūhono - Pūhoi to Wellsford Road) responded to the specific context of that project and the structure of that condition set. There is no justification to replicate that condition in the context of the Drury Arterial Network Notices of Requirement where the HHMP condition has been developed to respond to potential heritage effects in the local area as identified by expert evidence and will achieve the same outcomes.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project. <u>This shall include non invasive techniques or exploratory investigation to clarify the extent of the Runciman’s Homestead site (NZAA R12/1131);</u></p> <p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the <u>HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of:</u></p> <p style="padding-left: 20px;">A. <u>the former Drury Creamery and Casein Factory (12 Norrie Road, CHI site 15102) HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;</u> and</p> <p style="padding-left: 20px;">B. <u>the former railway worker’s residence (18 Waihoehoe Road, CHI site 22288) International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.</u></p> <p>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places <u>and sites within identified as part of the Designation detailed design of the Project</u> and during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <p style="padding-left: 20px;">A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and</p> <p style="padding-left: 20px;">B. using geotextile fabric and aggregate in construction compound areas not being earthworked and removal and reinstatement upon completing Construction Works;</p> <p style="padding-left: 20px;">C. using construction methods that minimise vibration or other potentially adverse effects; and</p> <p style="padding-left: 20px;">D. methods to recover or record any submerged artefacts or structural remains on the bed of the Ngākōroa Stream in the vicinity of the historic tauranga waka site; Ngākōroa Stream bridge site, or the sites of the Commissariat/Drury/Runciman wharves; and the bed of the Hingaia Stream at the Hingaia Stream bridge site.</p> <p>(x) in addition to complying with Condition 25 and (ix)C. above, methods to protect, avoid or minimise damage <u>to the adverse physical effects (including, but not limited to structural or other damage, cracking, slumping, subsidence, collapse or breakage) to the</u> Aroha Cottage/paymaster’s house (CHI 2455, HNZPT list 692, AUPOIP UID 704) and St Johns Anglican Church and Cemetery graveyard (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUP Scheduled Site UID 707) during Construction Works as far as practicable based on pre construction advice from a specialist heritage conservator;</p> <p>(xi) <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>(xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, methods and procedures in the HHMP, legal obligations</p>	<p>Accept in part clause (ix) – While some of the wording recommended by the Commissioners has been accepted by Auckland Transport, (ix)C and D have been rejected.</p> <p>The construction methods to minimise vibration on historic heritage sites are covered by the CNVMP and CNVMP Schedule conditions and do not need to be repeated in the HHMP condition.</p> <p>The recovery of artefacts from streams is directly related to construction activities within the stream bed (for example the construction of bridges). Regional consents will be required for these works and will be sought before construction commences in the future. Any methods for the recovery of artefacts in streams will be addressed at that time.</p>

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		<p>relating to accidental discoveries, <u>the AUP Accidental Discovery Rule (E11.6.1) and accidental discovery protocols in Condition 27 below.</u> The training shall be undertaken prior to the Start of Construction, under the guidance of <u>a Suitably Qualified and Experienced Person</u> the nominated heritage specialist(s) and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(xiii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiv) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xvi) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) The Council and descendants of the individuals interred (where applicable) shall be advised in writing at least 10 working days prior to removal or relocation of grave markers or building fabric from the St John's Anglican Church and graveyard site if this is required to achieve compliance with Condition 26(e)(x).</p> <p>(g) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p><u>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><u>Advice Note:</u> <u>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</u></p> <ol style="list-style-type: none"> 1. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation. 2. The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu. 	<p>Reject clause (xiii) – Auckland Transport considers clause xiii to be too prescriptive and is already covered adequately in the former wording (and reinstated) clause (x).</p> <p>Reject addition of clause (f) – The methods for protecting and minimising effects on the St John's Anglican Church and Cemetery is adequately covered by condition (c)(x). Methods recommended by the specialist heritage conservator and then set out in the HHMP will be discussed with the Council (the plan is to be prepared in consultation with Council and then comments able to be made through the Outline Plan process).</p> <p>Reject addition of clause (g) – the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua) and submitted as part of an Outline Plan. The overall "management plan" condition (NoR D2 – Condition 7) sets out that 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 for certification as soon as practicable.</p> <p>Reject the Commissioners' recommended advice note and reinstate advice note on the accidental discovery AUP rule. The advice note recommended by the Commissioners is unnecessary.</p>
D3	23	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <ol style="list-style-type: none"> (i) To deliver positive historic heritage opportunities and outcomes. (ii) To avoid as far as practicable, adverse effects on historic heritage places. (iii) Where avoidance of adverse effects cannot be achieved, remedy or mitigate all adverse effects on historic heritage places as far as practicable. 	<p>Reject in part</p> <p>The restructure of the HHMP is inconsistent with the general structure of the management plan conditions across the designation conditions. As the HHMP has been merged with the original condition proposed by Auckland Transport, the HHMP is now overly prescriptive for a route protection designation and in many instances repetitive and long.</p> <p>Importantly, the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua). The Council will be able to input into the HHMP before it is submitted with the Outline Plan. Council will have another opportunity to provide comment on the Outline Plan. Therefore,</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <p>(i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation;</p> <p>(ii) Additional areas of survey and investigation undertaken as part of the project which include but are not limited to:</p> <p>A. Areas proximate to the historic bullock track or other historic transport route(s)</p> <p>(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.</p> <p>(e) (b) To achieve the outcomes in (a), the HHMP shall as a minimum identify and include: 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> <p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project.</p> <p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the <u>HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version.</u></p> <p>A. HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version.</p> <p>B. International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.</p> <p>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within identified as part of the Designation detailed design of the Project and during Construction Works as far as practicable. These methods shall include, but are not limited to:</p>	<p>Auckland Transport considers the prescriptive nature of the Council's recommended condition (which the Commissioners have largely adopted) is not appropriate or necessary.</p> <p>Specific reasons for the modifications are below:</p> <p>It is not necessary to specify a "nominated heritage specialist" in (b). The overall "management plan" condition (NoR D3 – Condition 7) sets out that all management plans are to be prepared by a Suitably Qualified and Experienced Person(s). This was also agreed by the Commissioners in their recommendation report but did not translate to their recommended conditions.</p> <p>Reject (c) (listing every site potentially affected by the Project). The HHMP will set out the methods for identifying all known and potential sites within the designation and the sites will be recorded along with details of any archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014. At the time of preparing the HHMP, an up to date assessment must be undertaken to fulfil the conditions. On this basis, Auckland Transport does not consider it necessary to list every site potentially affected by the Project.</p> <p>Reinstate the original objective of the HHMP. The reinstated objective of the HHMP achieves the same outcome as the objective recommended by the Commissioners and retains a consistent structure with the other management plan conditions in the designation.</p> <p>The HHMP proposed for the NZTA designation 6769 (Ara Tūhono - Pūhoi to Wellsford Road) responded to the specific context of that project and the structure of that condition set. There is no justification to replicate that condition in the context of the Drury Arterial Network Notices of Requirement where the HHMP condition has been developed to respond to potential heritage effects in the local area as identified by expert evidence and will achieve the same outcomes.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and</p> <p>B. using construction methods that minimise vibration or other potentially adverse effects; and</p> <p>(x) <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, methods and procedures in the HHMP, legal obligations relating to accidental discoveries, <u>the AUP Accidental Discovery Rule (E11.6.1) and accidental discovery protocols in Condition 27 below.</u> The training shall be undertaken prior to the Start of Construction, under the guidance of <u>a Suitably Qualified and Experienced Person the nominated heritage specialist(s)</u> and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(xii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiii) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xiv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xv) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p><u>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><u>Advice Note:</u></p> <p>1. <u>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.</u></p> <p>2. <u>The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.</u></p>	<p>Accept in part clause (ix) – While some of the wording recommended by the Commissioners has been accepted by Auckland Transport, (ix) B has been rejected. The construction methods to minimise vibration on historic heritage sites are covered by the CNVMP and CNVMP Schedule conditions and do not need to be repeated in the HHMP condition.</p> <p>Reject clause (xii) – Auckland Transport considers clause xiii to be too prescriptive and is already covered adequately in the former wording (and reinstated) clause (x).</p> <p>Reject addition of clause (f) – the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua) and submitted as part of an Outline Plan. The overall “management plan” condition (NoR D3 – Condition 7) sets out that 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 for certification as soon as practicable.</p> <p>Reject Commissioners’ recommended advice note and reinstate advice note on the accidental discovery AUP rule. The advice note recommended by the Commissioners is unnecessary.</p>
D4	23	Historic Heritage Management Plan	Reject in part

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <p>(i) To deliver positive historic heritage opportunities and outcomes.</p> <p>(ii) To avoid as far as practicable, adverse effects on historic heritage places.</p> <p>(iii) Where avoidance of adverse effects cannot be achieved, remedy or mitigate all adverse effects on historic heritage places as far as practicable.</p> <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <p>(i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation;</p> <p>(ii) Additional areas of survey and investigation undertaken as part of the project which include but are not limited to:</p> <p>A. Areas adjoining and proximate to the routes of early roads and pathways.</p> <p>(iii) Further assessment and field survey of historic heritage by the nominated heritage specialist(s) which include (but are not limited to) the following:-</p> <p>A. Brick utility building, 31 Ponga Road (CHI 22284).</p> <p>(iv) If the brick utility building at 31 Ponga Road cannot be avoided as part of the detailed design of the Project, then:</p> <p>A. The building shall be demolished, subject to archaeological deconstruction by a suitably qualified and experienced buildings archaeologist (including salvaging historic materials in reusable condition where possible) and recorded in accordance with Level I of HNZPT Archaeological Guidelines.</p> <p>B. The Manager and the Manager: Heritage Unit shall be advised in writing at least 10 working days prior to the demolition of the building with accompanying records demonstrating compliance with A. above and Condition 23(e)(vii)</p> <p>(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.</p> <p>(e) To achieve the outcomes in (a), the HHMP shall as a minimum identify and include:</p> <p><u>(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:</u></p> <p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project.</p>	<p>The restructure of the HHMP is inconsistent with the general structure of the management plan conditions across the designation conditions. As the HHMP has been merged with the original condition proposed by Auckland Transport, the HHMP is now overly prescriptive for a route protection designation and in many instances repetitive and long.</p> <p>Importantly, the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua). The Council will be able to input into the HHMP before it is submitted with the Outline Plan. Council will have another opportunity to provide comment on the Outline Plan. Therefore, Auckland Transport considers the prescriptive nature of the Council's recommended condition (which the Commissioners have largely adopted) is not appropriate or necessary.</p> <p>Specific reasons for the modifications are below:</p> <p>It is not necessary to specify a "nominated heritage specialist" in (b). The overall "management plan" condition (NoR D4 – Condition 7) sets out that all management plans are to be prepared by a Suitably Qualified and Experienced Person(s). This was also agreed by the Commissioners in their recommendation report but did not translate to their recommended conditions.</p> <p>Reject (c) (listing every site potentially affected by the Project).</p> <p>The HHMP will set out the methods for identifying all known and potential sites within the designation and the sites will be recorded along with details of any archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014. At the time of preparing the HHMP, an up to date assessment must be undertaken to fulfil the conditions. On this basis, Auckland Transport does not consider it necessary to list every site potentially affected by the Project.</p> <p>Reinstate the original objective of the HHMP. The reinstated objective of the HHMP achieves the same outcome as the objective recommended by the Commissioners and retains a consistent structure with the other management plan conditions in the designation.</p> <p>The HHMP proposed for the NZTA designation 6769 (Ara Tūhono - Pūhoi to Wellsford Road) responded to the specific context of that project and the structure of that condition set. There is no justification to replicate that condition in the context of the Drury Arterial Network Notices of Requirement where the HHMP condition has been developed to respond to potential heritage effects in the local area as identified by expert evidence and will achieve the same outcomes.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the <u>HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of:</u></p> <p>A. HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. The Brick Utility Building (31 Ponga Road, CHI site 22281); <u>B. International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.</u></p> <p>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places <u>and sites within identified as part of the Designation detailed design of the Project</u> and during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <p>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and B. using construction methods that minimise vibration or other potentially adverse effects; and</p> <p>(x) <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, methods and procedures in the HHMP, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1) and accidental discovery protocols in Condition 27 below. The training shall be undertaken prior to the Start of Construction, under the guidance of <u>a Suitably Qualified and Experienced Person the nominated heritage specialist(s)</u> and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(xii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiii) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xiv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xv) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p>	<p>Accept in part clause (ix) – While some of the wording recommended by the Commissioners has been accepted by Auckland Transport, (ix) B has been rejected. The construction methods to minimise vibration on historic heritage sites are covered by the CNVMP and CNVMP Schedule conditions and do not need to be repeated in the HHMP condition.</p> <p>Reject clause (xii) – Auckland Transport considers clause (xii) to be too prescriptive and is already covered adequately in the former wording (and reinstated) clause (x)</p> <p>Reject addition of clause (f) – the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua) and submitted as part of an Outline Plan. The overall “management plan” condition (NoR D4 – Condition 7) sets out that 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 for certification as soon as practicable.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p><u>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><i>Advice Note:</i> <i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p> <ol style="list-style-type: none"> 1. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation. 2. The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu. 	<p>Reject Commissioner's recommended advice note and reinstate advice note on the accidental discovery AUP rule. The advice note recommended by the Commissioners is unnecessary.</p>
D5	23	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <ol style="list-style-type: none"> (i) To deliver positive historic heritage opportunities and outcomes. (ii) To avoid as far as practicable, adverse effects on historic heritage places. (iii) Where avoidance of adverse effects cannot be achieved, remedy or mitigate all adverse effects on historic heritage places as far as practicable. <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <ol style="list-style-type: none"> (i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation; (ii) Additional areas of survey and investigation undertaken as part of the project which include (but are not limited to) the following: <ol style="list-style-type: none"> A. The site of the Opaheke railway station; B. Opaheke East and West WWII camps (CHI 17016 and 17017); and C. Non-invasive techniques to determine if any graves or other features associated with the Presbyterian section of the Papakura Cemetery are present within the extent of the Designation and are affected by Construction Works. <p>(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.</p> <p>(e) (b) To achieve the outcomes in (a), the HHMP shall identify: 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> <ol 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; 	<p>Reject in part</p> <p>The restructure of the HHMP is inconsistent with the general structure of the management plan conditions across the designation conditions. As the HHMP has been merged with the original condition proposed by Auckland Transport, the HHMP is now overly prescriptive for a route protection designation and in many instances repetitive and long.</p> <p>Importantly, the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua). The Council will be able to input into the HHMP before it is submitted with the Outline Plan. Council will have another opportunity to provide comment on the Outline Plan and the detail of the mitigation measures developed at that time. Therefore, Auckland Transport considers the prescriptive nature of the Commissioners' recommended condition is not appropriate or necessary.</p> <p>Specific reasons for the modifications are below:</p> <p>It is not necessary to specify a "nominated heritage specialist" in (b). The overall "management plan" (NoR D5 – Condition 7) sets out that all management plans are to be prepared by a Suitably Qualified and Experienced Person(s). This was also agreed by the Commissioners in their recommendation report but did not translate to their recommended conditions.</p> <p>Reject (c) (listing every site potentially affected by the Project).</p> <p>The HHMP will set out the methods for identifying all known and potential sites within the designation and the sites will be recorded along with details of any archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014. At the time of preparing the HHMP, an up to date assessment must be undertaken to fulfil the conditions. On this basis, Auckland Transport does not consider it necessary to list every site potentially affected by the Project.</p> <p>Reinstate the original objective of the HHMP. The reinstated objective of the HHMP achieves the same outcome as the objective recommended by the Commissioners and retains a consistent structure with the other management plan conditions in the designation.</p> <p>The HHMP proposed for the NZTA designation 6769 (Ara Tūhono - Pūhoi to Wellsford Road) responded to the specific context of that project and the structure of that condition set. There is no justification to replicate that condition in the context of the Drury Arterial Network Notices of Requirement where the HHMP condition has been developed to respond to potential heritage effects in the local area as identified by expert evidence and will achieve the same outcomes.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(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;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project.</p> <p>(vii) methods for the removal and storage of the stone marking of the World War II Ōpāheke East Camp during project works and identification of a suitable location to place it once project works are complete, in consultation with parties involved in the erection of the stone in its existing location</p> <p>(viii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the <u>HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version.</u> A. HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. B. International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.</p> <p>(ix) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(x) methods for avoiding, remedying or mitigating adverse effects on historic heritage places <u>and sites within identified as part of the Designation detailed design of the Project</u> and during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and B. using construction methods that minimise vibration or other potentially adverse effects; and</p> <p>(xi) <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>(xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, methods and procedures in the HHMP, legal obligations relating to accidental discoveries, <u>the AUP Accidental Discovery Rule (E11.6.1) and accidental discovery protocols in Condition 27 below.</u> The training shall be undertaken prior to the Start of Construction, under the guidance of <u>a Suitably Qualified and Experienced Person the nominated heritage specialist(s)</u> and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(xiii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation,</p>	<p>Accept in part clause (x) – While some of the wording recommended by the Commissioners has been accepted by Auckland Transport, (x) B has been rejected. The construction methods to minimise vibration on historic heritage sites are covered by the CNVMP and CNVMP Schedule conditions and do not need to be repeated in the HHMP condition.</p> <p>Reject clause (xiii) – Auckland Transport considers clause xiii to be too prescriptive and is already covered adequately in the former wording (and reinstated) clause (xi)</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiv) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xvi) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p><u>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><i>Advice Note:</i></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p> <ol style="list-style-type: none"> <i>1. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.</i> <i>2. The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.</i> 	<p>Reject addition of clause (f) – the HHMP is required to be prepared in consultation with Council (along with HNZPT and Mana Whenua) and submitted as part of an Outline Plan. The overall “management plan” condition (NoR D5 – Condition 7) sets out that 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 for certification as soon as practicable.</p> <p>Reject the Commissioners’ recommended advice note and reinstate advice note on the accidental discovery AUP rule. The advice note recommended by the Commissioners is unnecessary.</p>
All	27 ²⁷	<p><u>Accidental discovery during construction works and documenting requirements (including post-construction)</u></p> <p>(a) Prior to the start of Construction for a Stage of Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental historic heritage discoveries which occur during Construction Works. The protocol:</p> <ol style="list-style-type: none"> (i) Shall be consistent with the Waka Kotahi NZ Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version and the Auckland Unitary Plan Accidental Discovery Rule (E11 Land disturbance regional – E11.6.1) or any amended version of this rule; (ii) Shall be prepared in engagement with Mana Whenua and in consultation with Auckland Council and HNZPT and modified as necessary to reflect the site-specific project detail. The Requiring Authority shall undertake engagement and consultation for a period of not less than 30 days; and (iii) Shall be implemented for the duration of Construction Works. <p><u>(b) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced.</u></p>	<p>Reject condition 27</p> <p>As there is historic heritage within the Auckland Transport designations, an authority will be sought from Heritage NZ Pouhere Taonga and an accidental discovery protocol will not need to be relied upon. However, the AUP sets out an appropriate Accidental Discovery Protocol (ADP) that the project will follow should it need to. It is unnecessary to have a condition stating a separate ADP will be prepared. All protocols relating to accidental discoveries are included in the HHMP already at clause (c)(xii) and the amended advice note.</p> <p>Auckland Transport considers the prescriptive and repetitive list of documenting requirements and log of compliance with designation conditions to be excessive. Part of the wording recommended by the Commissioners (relating to providing Council with electronic copies of all heritage assessments) has been accepted and moved to Condition 26(c). Compliance with this requirement will provide the Council with adequate documentary records with response to any heritage identified through the Projects implementation.</p>

²⁷ NoRs D3 – D5: Condition 24 in the Independent Hearing Commissioners Recommendation Report

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p>(c) The nominated heritage specialist(s) shall record and log any heritage discovery and on-going compliance with the conditions of this Designation. This log shall be provided to the Manager: Compliance Monitoring (in consultation with the Manager: Heritage Unit) quarterly.</p> <p>(d) In the event that any unrecorded historic heritage places are exposed as a result of the work, these shall be recorded and documented by a suitably qualified and experienced person for inclusion in the CHI or any subsequent heritage database. The information and documentation shall be forwarded to the Manager: Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) or other address nominated by the Manager: Heritage within twelve months of the works being completed on site.</p> <p>(e) Within 12 months of Construction Works being completed, the nominated heritage specialist(s) shall prepare and submit a report to the Manager (in consultation with the Manager: Heritage Unit) which includes the log required by Condition 27(c) and certify that all Construction Works have been completed in accordance with the Conditions of this Designation.</p>	
All	31 ²⁸	<p>Low Noise Road Surface</p> <p><u>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of completion of construction of the Project.</u></p> <p><u>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p style="padding-left: 20px;"><u>(i) The volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p style="padding-left: 20px;"><u>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p style="padding-left: 20px;"><u>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p style="padding-left: 20px;"><u>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p><u>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(i) – (iv)²⁹ 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.</u></p>	<p>Reject the Commissioners' recommended condition in part and modify with an amended condition</p> <p>Auckland Transport confirms that an asphaltic concrete surfacing (or equivalent low noise road surface) will be applied within 12 months of the construction of the Project.</p> <p>Resurfacing of Auckland Transport roads occurs every 10 years or so. Prior to resurfacing, Auckland Transport completes an assessment of the appropriate road surface application in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 (or any updated version) including the various trigger points outlined in clause (b) relating to vehicle numbers, surrounding land use, likely wear and tear due to vehicle type. Public funding of the road surface is directly linked to the type of road surfacing required following that assessment.</p> <p>The new condition proposed by Auckland Transport sets out the process for advising Auckland Council where any future resealing works for the Projects (in accordance with the AT Guidelines), does not meet the triggers for asphaltic concrete surfacing, and is no longer required on the road (or any section of it). The timing of any resealing work will also be provided to Council.</p>
D4	26	<p><u>Traffic Noise</u></p> <p><u>(a) The project shall be designed to achieve an operational traffic noise level of Category B in the Project design year (based on a traffic forecast for a high growth scenario) at the existing Protected Premises and Facilities (PPFs) shown in Schedule 2 and listed below:</u></p> <p style="padding-left: 20px;"><u>(i) 6 Ponga Road</u></p> <p style="padding-left: 20px;"><u>(ii) 36 Ponga Road</u></p> <p style="padding-left: 20px;"><u>(iii) 68 Ponga Road</u></p> <p style="padding-left: 20px;"><u>(iv) 201 Sutton Road</u></p> <p><u>(b) Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall prepare a Noise Mitigation Plan written in accordance with Chapter 7 of P40 Waka Kotahi NZTA P40:2014 Specification for Noise Mitigation and be provided to the Manager for certification.</u></p> <p><u>(c) The purpose of the Noise Mitigation Plan is to confirm that the mitigation of traffic noise achieves Category B levels at the existing PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2.</u></p>	<p>Modify the operational noise conditions for NoR D4</p> <p>In the traffic noise assessment submitted with the AEE, barriers were recommended at four individual existing PPFs for NoR D4 (Ōpāheke North South FTN Arterial). The four existing PPFs are shown in an updated Schedule 2. Before construction of the Project, should these PPFs still exist, the mitigation for achieving Category B levels will be determined by a Suitably Qualified and Experienced Person. These conditions set out the process for this which also includes:</p> <ul style="list-style-type: none"> • Preparation of a Noise Mitigation Plan to confirm the mitigation for the four existing PPFs • Consultation with the relevant landowner • Submission of the Noise Mitigation Plan to Council for certification • when the mitigation needs to be implemented • the circumstances where noise categories do not need to be met. For example, where the PPF no longer exists.

²⁸ NoRs D3 – D4: Condition 25, NoR D5: Condition 26

²⁹ NoRs D3 – D4: Condition 25(b)(i) – (iv), NoR D5 Condition 26(b)(i) – (iv)

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modification
		<p><u>The Noise Mitigation Plan shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme. For the avoidance of doubt, the low noise road surfacing implemented in accordance with Condition 25 may be (or be part of) the traffic noise mitigation.</u></p> <p><u>(d) The traffic noise mitigation 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.</u></p> <p><u>(e) The Category B levels at the PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2 do not need to be complied with where:</u></p> <ul style="list-style-type: none"> <u>(i) the PPF no longer exists; or</u> <u>(ii) agreement of the landowner has been obtained confirming that the Category B level does not need to be met.</u> <p><u>(f) The traffic noise mitigation shall be maintained to retain noise reduction performance as far as practicable.</u></p>	

Yours sincerely



Jane Small
Group Manager PMO, Strategic Programmes & Property

Appendix A – Auckland Transport’s Modifications to NoR D2 conditions (tracked)



18xx Jesmond to Waihoehoe West FTN Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Land between Jesmond Road and Waihoehoe Road West
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 arterial transport corridor.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
BMP	Bird Management 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 <u>and CNVMP Schedules</u>	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p>

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.

Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
Ngakoroa Stream Wetlands	For the purpose of Condition 278, the Ngakoroa Stream Wetlands is the area shown in Schedule 2.
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
NZTM	New Zealand Transverse Mercator [coordinates system]
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
UID	Unique Identifier
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above. <p>(b) Notwithstanding the above, on an on-going basis, and at least every six months until Completion of Construction, the Requiring Authority shall:</p>

	<p>(i) assess whether any areas of the designation that have been identified for construction purposes are still required for that purpose;</p> <p>(ii) identify any areas of the designation that are no longer necessary for construction purposes or the on-going operation or maintenance of the project or for on-going mitigation measures; and give notice to the Council in accordance with section 182 of the RMA for the removal of these parts of the designation identified above.</p>
4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Bird Management Plan; and

	(viii) Tree Management Plan.
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 30); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why; (v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vi) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 6, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
8.	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p>

	<p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho_('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 20; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. <p>(c) 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;

	<ul style="list-style-type: none"> (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>and shall have regard to the outcomes of the Drury <u>Ōpāheke</u> Structure Plan and the mitigation measures detailed in the evidence of Mr Chris Bentley paragraph 14.19.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
<p>10.</p>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage;

	<ul style="list-style-type: none"> 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 and integration of open space linkages; H. historic heritage places with reference to the HHMP in Condition 26; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 29. 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, including ecological linkages identified in the Drury-Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. identification of vegetation to be retained and any planting requirements under Conditions 27 and 28; 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. (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 (iii) detailed specifications relating to the following: <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

	<p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species; and</p> <p>(iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<p><u>Specific Outline Plan Requirements</u></p> <p>Flood Hazard</p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that:</p> <ul style="list-style-type: none"> (i) the unnamed tributary of the Ngakoroa Stream generally located at NZTM 1772069, 5891654 and shown in Schedule 1 is crossed by a bridge; and (ii) the existing Norrie Road Bridge crossing the Hingaia Stream generally located at NZTM 1773201, 5891836 and shown in Schedule 1 is removed within 6 months of a new bridge crossing the Hingaia Stream becoming operational. <p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.

	<p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>
13.	<p>Closure of Flanagan Road Intersection with Waihoehoe Road</p> <p>If the Flanagan Road intersection with Waihoehoe Road requires closure, and no alternative connection has been provided for Flanagan Road, the project shall be designed to provide an alternative connection for Flanagan Road. Where this outcome cannot be achieved within the designation, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work.</p>
14.	<p>Existing Property Access</p> <p>Where the accessibility of a property vehicle accessway, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
15.	<p>Realignment of Tui Street</p> <p>The Outline Plan shall demonstrate how the realignment of Tui Street provides for safe and legible access for the Drury and Districts Rugby Football and Recreation Club and community facilities using Tui Street and the use of the Drury Domain. This shall include provision of a left turn in at Waihoehoe Road if practicable, unless an alternative access can be provided. The Outline Plan shall also include confirmation that a safety audit of the final design solution has been completed.</p>
16.	<p>Closure of Creek Street (south) Intersection with Bremner Road</p> <p>The Outline Plan shall demonstrate how the closure of Creek Street intersection with Bremner Road provides for adequate turning movements for heavy vehicles.</p>

Construction Conditions

17.	Construction Environmental Management Plan (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: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and methods for amending and updating the CEMP as required.
18.	Stakeholder Communication and Engagement Management Plan (a) A SCEMP shall be prepared in consultation with the Council at least 6 months prior to the Start of Construction for a Stage of Work. (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 throughout the Construction Works. To achieve the objective, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

	<ul style="list-style-type: none"> (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) <u>(vi)</u> methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) <u>(vii)</u> linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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> <p>(d) The SCEMP shall be reviewed six monthly for the duration of construction and updated if required. Any updated SCEMP shall be provided to the persons referred to in (b) and Auckland Council for review and agreement on any further action to be undertaken. Any further action recommended as a result of this review shall be undertaken by the Project Liaison Person and confirmation of completion provided to Auckland Council. If, in the course of amendments undertaken as part of the review process, a material change to the SCEMP is made, those parties affected by the change shall be notified within 1 month of the material change occurring.</p>
<p>19.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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);

	<ul style="list-style-type: none"> (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; <u>and</u> (v) the weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint; and (vi) <u>(v)</u> 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>
<p>20.</p>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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 any accidental discovery protocols under Condition <u>26</u> 27. (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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone

	<p>Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>21.</p>	<p>Construction Traffic Management Plan</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 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 all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).
<p>22.</p>	<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 <u>as far as practicable:</u></p> <p>Table 22.1: Construction noise standards</p>

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

(b) Where compliance with the noise standards set out in the Table 22.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 25 shall apply.

23. 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 23.1 Construction vibration criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

	<p>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 23.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 24(c)(x), then the methodology in Condition 25 shall apply.</p>
<p>24.</p>	<p>Construction Noise and Vibration Management Plan</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for preventing or minimising the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including <u>any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable</u> prioritising the management of construction activities to avoid night works and other sensitive times, including Sundays and public holidays unless it can be demonstrated that the work cannot practicably be undertaken during the daytime due to safety reasons, unreasonable traffic congestion or traffic delays or similar reasons; (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) identification of areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category A or Category B) will not be practicable and the specific management controls to be

	<p>implemented and consultation requirements with owners and occupiers of affected sites;</p> <p>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 24(c)(x));</p> <p>(xii) procedures for:</p> <p>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 23; and</p> <p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 23, <u>including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</u>; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
<p>25.</p>	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures for preventing or minimising <u>to manage</u> noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 25 (a) and predicted duration of the exceedance;</p>

- (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
- (v) 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
- (vi) location, times and types of monitoring.

~~(e)~~ When construction vibration from a construction activity is either predicted or measured to exceed the Category B standard at the receivers in Condition 19, the construction activity shall not commence until a Suitably Qualified and Experienced Person has undertaken a building condition survey (provided the affected owners and/or occupiers have agreed to such survey). The building condition survey shall as a minimum include, but not be limited to, the following:

- ~~(i)~~ determination of building classification: commercial, industrial, residential or a historic or sensitive structure;
- ~~(ii)~~ determination of building specific vibration damage risk thresholds; and
- ~~(iii)~~ recording (including photographs) the major features of the buildings including location, type, construction (including foundation type), age and present condition, including existing levels of any aesthetic damage or structural damage.

~~(d)~~ The building condition survey and specific Best Practicable Option measures to prevent and minimise vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP shall be added as a Schedule. The Schedule shall be prepared in consultation with the owners and occupiers of buildings subject to the Schedule, and as a minimum, contain the information set out in (b) above and the findings of the building pre-condition survey.

~~(e)~~ Vibration monitoring shall be undertaken and continue throughout the construction activity covered by the Schedule. Following completion of the activity, a building condition survey shall be undertaken to determine if any damage has occurred as a result of construction vibration, and any such damage shall be repaired by the Requiring Authority.

~~(f)~~ (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.

~~(g)~~ (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

	<p>Manager for certification in accordance with (fc) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>26.</p>	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <ul style="list-style-type: none"> (i) To deliver positive historic heritage opportunities and outcomes. (ii) To avoid as far as practicable, adverse effects on historic heritage places. (iii) Where avoidance of adverse effects cannot be achieved; remedy or mitigate all adverse effects on historic heritage places as far as practicable. <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <ul style="list-style-type: none"> (i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation; (ii) Additional areas of survey and investigation undertaken as part of the project; and (iii) Further assessment and field survey of historic heritage by the nominated heritage specialist(s) which include (but are not limited to) the following: <ul style="list-style-type: none"> a. locations proximate to waterways adjacent to Oira Creek and the Ngākōroa Stream. Definition of the extent of the site of the Runciman homestead and farm buildings (NZAA R12/1131, CHI 22177) using non-invasive techniques or exploratory investigation b. Historic tauranga waka site (NZAA R12/1131, 22177) c. Ngākōroa Stream bridge site (NZAA R12/1171, CHI 23172) d. Commissariat redoubt and wharf site, including related features including beyond the defensive perimeter (NZAA R12/756, CHI 319, 14072, AUPOIP UID 2173) e. Norrie Road Hingaia Stream bridge site (NZAA R12/1152, CHI 23078)

- ~~f. Drury Post Office store, bakehouse and residence sites (NZAA R12/1143, CHI 23071; NZAA R12/1149, CHI 23075)~~
- ~~g. Commercial buildings site/s, 236 Great South Road (no site number/s)~~
- ~~h. St John's Church and graveyard (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUPOIP UID 707)~~
- ~~i. Aroha Cottage/paymaster's house (CHI 2455, HNZPT list 692, AUPOIP UID 704)~~
- ~~j. Former Drury creamery and casein factory (CHI 15102)~~
- ~~k. Former railway worker's residence (CHI 22288)~~

- ~~(iv) If removal of the former Drury creamery and casein factory building cannot be avoided as part of the detailed design of the Project, then:

 - ~~A. In the first instance, options for relocation of parts or all of the building within the local area shall be investigated~~
 - ~~B. If relocation options can be shown to have been exhausted, the building shall be demolished, subject to archaeological deconstruction by a suitably qualified and experienced buildings archaeologist (including salvaging historic materials in reusable condition where possible) and recorded in accordance with Level I of HNZPT Archaeological Guidelines Series No. 1 (AGS 1): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version~~
 - ~~C. The Manager and the Manager: Heritage Unit shall be advised in writing at least 10 working days prior to the relocation or demolition of the building with accompanying records~~~~

~~(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.~~

~~(e) **(b)** To achieve the outcomes in (a), the HHMP shall as a minimum identify and include: **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:**~~

- ~~(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;~~
- ~~(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;~~
- ~~(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;~~
- ~~(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;~~

- (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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. **This shall include non-invasive techniques or exploratory investigation to clarify the extent of the Runciman's Homestead site (NZAA R12/1131);**
- (vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the **HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of:**
 - A. **the former Drury Creamery and Casein Factory (12 Norrie Road, CHI site 15102)** ~~*HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;*~~ and
 - B. **the former railway worker's residence (18 Waihoehoe Road, CHI site 22288)** ~~*International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.*~~
- (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places **and sites within** ~~identified as part of the **Designation** detailed design of the Project~~ and during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and
 - B. using geotextile fabric and aggregate in construction compound areas not being earthworked, and removal and reinstatement upon completing Construction Works;
 - C. ~~using construction methods that minimise vibration or other potentially adverse effects; and~~
 - D. ~~methods to recover or record any submerged artefacts or structural remains on the bed of the Ngākōroa Stream in the vicinity of the historic tauranga waka site; Ngākōroa Stream bridge site, or the sites of the Commissariat/Drury/Runciman~~

wharves; and the bed of the Hingaia Stream at the Hingaia Stream bridge site.

- (x) in addition to complying with Condition 25 and (ix)C. above, methods to protect avoid or minimise damage **to the** adverse physical effects (including, but not limited to structural or other damage, cracking, slumping, subsidence, collapse or breakage) to the Aroha Cottage/paymaster's house (CHI 2455, HNZPT list 692, AUPOIP UID 704) and St Johns Anglican Church and Cemetery graveyard (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUP Scheduled Site UID 707) during Construction Works as far as practicable based on pre-construction advice from a specialist heritage conservator.
- (xi) **measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and**
- (xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, ~~methods and procedures in the HHMP~~, legal obligations relating to accidental discoveries, **the AUP Accidental Discovery Rule (E11.6.1)** and accidental discovery protocols in Condition 27 below. The training shall be undertaken prior to the Start of Construction, under the guidance of **a Suitably Qualified and Experienced Person** ~~the nominated heritage specialist(s)~~ and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).
- ~~(xiii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;~~
- ~~(xiv) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;~~
- ~~(xv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and~~
- ~~(xvi) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.~~

- (f) ~~The Council and descendants of the individuals interred (where applicable) shall be advised in writing at least 10 working days prior to removal or relocation of grave markers or building fabric from the St John's Anglican Church and graveyard site if this is required to achieve compliance with Condition 26(e)(x).~~

- (g) ~~Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and~~

	<p>submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p>(c) <u>Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><i>Advice Notes:</i></p> <p><u>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</u></p> <p>1. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.</p> <p>2. The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.</p>
<p>27.</p>	<p>Accidental discovery during construction works and historic heritage documenting requirements (including post-construction)</p> <p>(a) Prior to the start of Construction for a Stage of Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental historic heritage discoveries which occur during Construction Works. The protocol:</p> <p>(i) Shall be consistent with the Auckland Unitary Plan Accidental Discovery Rule (E11 Land disturbance regional – E11.6.1) or any amended version of this rule;</p> <p>(ii) Shall be prepared in engagement with Mana Whenua and in consultation with Auckland Council and HNZPT and modified as necessary to reflect the site-specific project detail. The Requiring Authority shall undertake engagement and consultation for a period of not less than 30 days; and</p> <p>(iii) Shall be implemented for the duration of Construction Works.</p> <p>(b) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced.</p> <p>(c) The nominated heritage specialist(s) shall record and log any heritage discovery and on-going compliance with the conditions of this Designation. This log shall be provided to the Manager: Compliance Monitoring (in consultation with the Manager: Heritage Unit) quarterly.</p>

	<p>(d) In the event that any unrecorded historic heritage places are exposed as a result of the work, these shall be recorded and documented by a suitably qualified and experienced person for inclusion in the CHI or any subsequent heritage database. The information and documentation shall be forwarded to the Manager: Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) or other address nominated by the Manager: Heritage within twelve months of the works being completed on site.</p> <p>(e) Within 12 months of Construction Works being completed, the nominated heritage specialist(s) shall prepare and submit a report to the Manager (in consultation with the Manager: Heritage Unit) which includes the log required by Condition 27(c) and certify that all Construction Works have been completed in accordance with the Conditions of this Designation.</p>
<p>28 27.</p>	<p>Pre-Construction Wetland Bird Survey</p> <p>(a) Prior to the Start of Construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a survey and assessment of Threatened or At-Risk wetland birds and their habitat in the area shown in Schedule 2 shall be undertaken by a Suitably Qualified and Experienced Person.</p> <p>(b) The purpose of the survey and assessment is to:</p> <ul style="list-style-type: none"> (i) confirm the ecological value of the Ngakoroa Stream Wetlands for Threatened or At-Risk wetland birds; and (ii) confirm whether the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds and their habitat prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines for Use in New Zealand: Terrestrial and Freshwater Ecosystems (May 2018) or subsequent revision. <p>(c) If the wetland bird survey in (a) above confirms that the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds without impact management, then Condition <u>28 29</u> applies.</p>
<p>29 28.</p>	<p>Bird Management Plan</p> <p>(a) If required under Condition <u>27 28</u>, prior to the start of construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a BMP shall be prepared and implemented.</p> <p>(b) The objective of the BMP is to avoid and/or minimise impacts of construction activities on Threatened or At-Risk wetland birds in the Ngakoroa Stream Wetlands. The BMP shall set out the methods that will be used to achieve this objective. These methods may include:</p> <ul style="list-style-type: none"> (i) commencing Construction Works outside of the wetland bird breeding season (September to February) where practicable, in order to discourage bird nesting in the construction areas within the designation;

	<p>(ii) a nesting bird survey of Threatened or At-Risk wetland birds undertaken by a Suitably Qualified and Experienced Person. This should occur prior to any Construction Works taking place within a 50m radius of the Ngakoroa Stream Wetlands (including establishment of construction areas adjacent to the Ngakoroa Stream Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</p> <p>(iii) protection and buffer measures if nesting Threatened or At-Risk Wetland birds are identified within 50m of any construction area (including laydown areas). This could include:</p> <p>A. a 20 m 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 and Experienced 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 and Experienced Person; and</p> <p>C. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;</p> <p>(iv) a 10m setback where practicable, between the edge of the Ngakoroa Stream Wetlands and the construction area (along the edge of the stockpile/laydown area). This could be achieved by retaining existing vegetation or by planting unvegetated areas with native coastal forest/riparian/wetland species (as appropriate). Marker poles, tape and signage could also be used to clearly delineate the wetland area to prevent encroachment; and</p> <p>(v) minimising light spill from construction areas into the Ngakoroa Stream Wetlands.</p> <p>(c) The BMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any resource consents granted for the project.</p> <p><u>Advice Note:</u> <i>Depending on the potential effects of the project, the resource consents for the project may include the following monitoring and management plans:</i></p> <p>(a) <i>Stream and/or wetland restoration plans;</i></p> <p>(b) <i>Vegetation restoration plans; and</i></p> <p>(c) <i>Fauna management plans (e.g. herpetofauna, bats).</i></p>
30 29.	Tree Management Plan

	<ul style="list-style-type: none"> (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3. (c) The Tree Management Plan shall: <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 3 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMMP planting design details in Condition 11); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
<p>34 30.</p>	<p>Network Utility Management Plan</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. 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) who have existing assets that are directly affected by the project. (d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.

	<p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<p><u>Operational Conditions</u></p>	
<p>32 31.</p>	<p>Low Noise Road Surface</p> <p>(a) <u>Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</u></p> <p>(b) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p style="padding-left: 40px;">(i) <u>The volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p style="padding-left: 40px;">(ii) <u>The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p style="padding-left: 40px;">(iii) <u>It is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p style="padding-left: 40px;">(iv) <u>It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>(c) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(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.</u></p>

Attachments

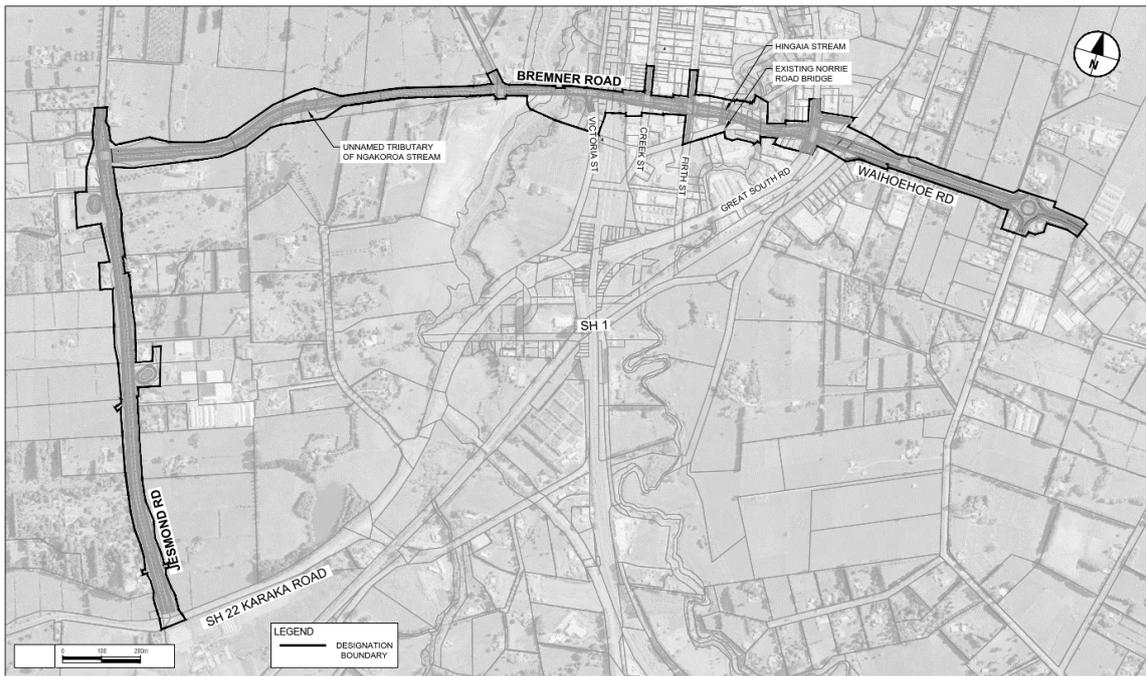
Schedule 1: General Accordance Plans and Information

Project Description

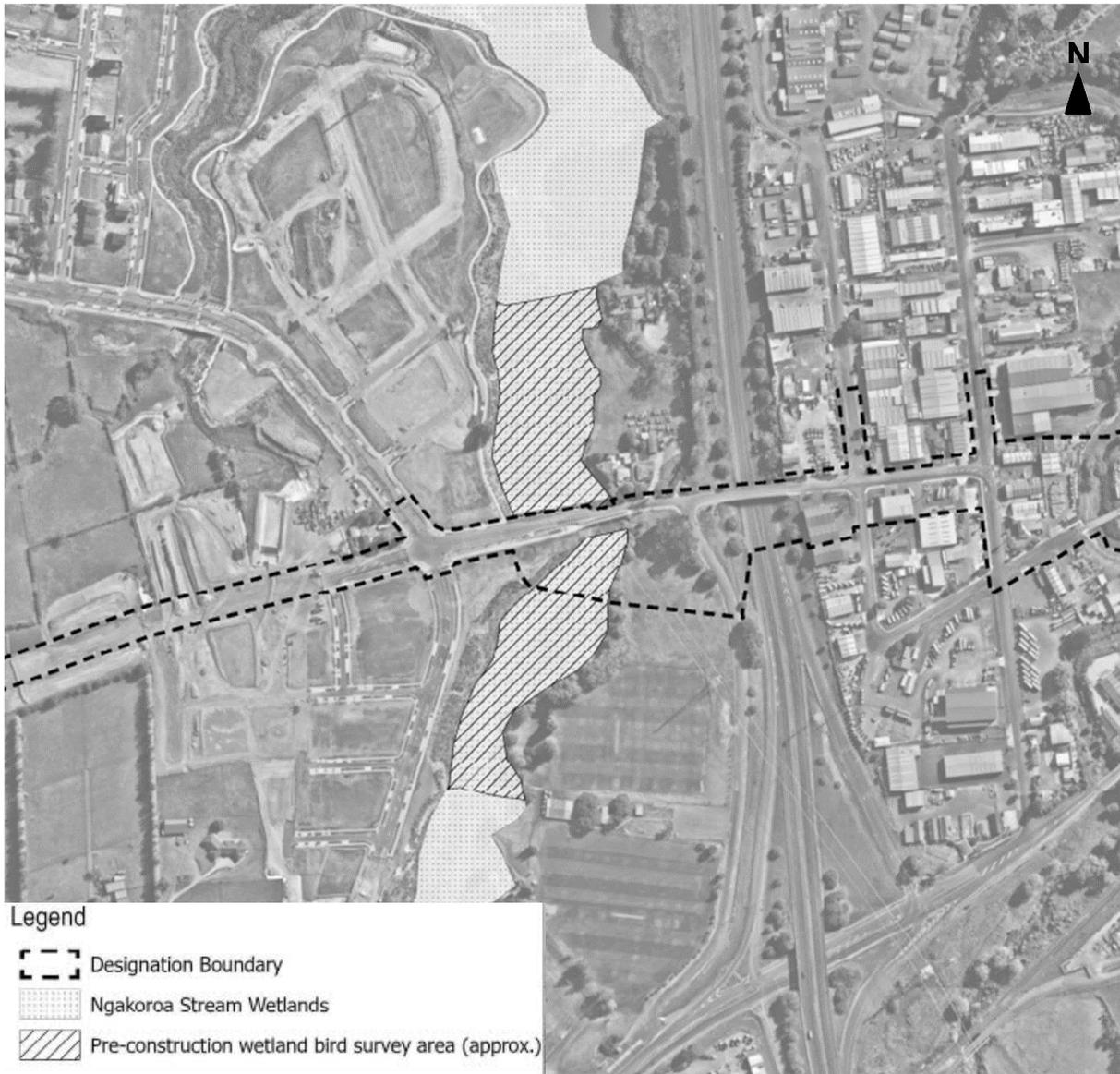
The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury from Jesmond Road (from State Highway 22) to Waihoehoe Road east of Fitzgerald Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems and realignment of Tui Street;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Pre-construction Wetland Bird Survey



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

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
27	Hedge / shelter belt	undefined	<i>Cryptomeria japonica</i>	Within 201 Jesmond Road (Lot 1 DP 365133) adjoining the road corridor	Heritage
39	Tree group	9	<i>Platanus x hispanica</i> 'Acerifolia'	Within the Bremner Road road corridor adjoining 132F Bremner Road (Lot 611 DP 528695), 132E Bremner Road (Lot 610 DP 528695).	Road
40	Tree group	8	<i>Pinus radiata</i>	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports Complex, on the corner of Bremner Road and Victoria Road	Open space
41	Tree group	5	<i>Quercus palustris</i> , <i>Liquidambar styraciflua</i> , <i>Ligustrum lucidum</i> , <i>Fraxinus ornus</i>	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports Complex, adjacent to Ngakoroa Stream.	Open space, Riparian
42	Tree group	8	<i>Quercus palustris</i> , <i>Liquidambar styraciflua</i> , <i>Populus yunnanensis</i>	Within the Victoria Street Road corridor / Drury Sports Complex	Open space
43	Tree group	4	<i>Quercus robur</i>	Within the State Highway 1 road corridor	Road
44	Tree group	3	<i>Melia azedarach</i> , <i>Podocarpus totara</i>	Within the Creek Street road corridor adjacent to 11 Bremner Road (1/3 SH Lot 1 DP 144254, Factory 1 DP 144254)	Road
45	Tree group	2	<i>Betula pendula</i>	Within the Bremner Road road corridor adjacent to 69 Creek Street (Lot 1 DP 201670)	Road
46	Tree group	3	<i>Salix fragilis</i> , <i>Populus alba</i>	Within the Esplanade Reserve at 19 Norrie Road (Crown Land Survey Office Plan 200).	Open Space
48	Tree group	3	<i>Salix alba</i> , <i>Populus yunnanensis</i>	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
49	Single Tree	1	<i>Thuja occidentalis</i>	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
50	Single Tree	1	<i>Picea sitchensis</i>	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
51	Single Tree	1	<i>Cryptomeria japonica</i>	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
52	Tree group	3	<i>Quercus robur</i>	Within the Waihoehoe Road road corridor adjoining 236 Great South Road (Lot 1 DP 205378)	Road
150	Tree group	5	<i>Washingtonia robusta</i>	Within the road corridor adjoining 239-243 Great South Road (Lot 1 DEEDS Whau 72, Lot 5 DEEDS Whau 72)	Road

Tree Location Plan 1



Tree Location Plan 2



Tree Location Plan 3



Appendix A – Auckland Transport’s Modifications to NoR D2 conditions (clean)



18xx Jesmond to Waihoehoe West FTN Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Land between Jesmond Road and Waihoehoe Road West
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 arterial transport corridor

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
BMP	Bird Management Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p>

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.

Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
Ngakoroa Stream Wetlands	For the purpose of Condition 27, the Ngakoroa Stream Wetlands is the area shown in Schedule 2.
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
NZTM	New Zealand Transverse Mercator [coordinates system]
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
UID	Unique identifier
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<p><u>Pre-construction Conditions</u></p>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Bird Management Plan; and (viii) Tree Management Plan.
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 30); (ii) be prepared by a Suitably Qualified and Experienced Person(s);

	<ul style="list-style-type: none"> (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why; (v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vi) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 6, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p>8.</p>	<p>Cultural Advisory Report</p> <ul style="list-style-type: none"> (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;

	<ul style="list-style-type: none"> (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 20; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</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(s) is to: <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. (c) 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; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and

	<p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
<p>10.</p>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;

	<ul style="list-style-type: none"> H. historic heritage places with reference to the HHMP in Condition 26; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 29. 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; E. identification of vegetation to be retained and any planting requirements under Conditions 27 and 28; 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. (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 (iii) detailed specifications relating to the following: <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. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific</i></p>

	<p><i>purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<p><u>Specific Outline Plan Requirements</u></p> <p>Flood Hazard</p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that:</p> <ul style="list-style-type: none"> (i) the unnamed tributary of the Ngakoroa Stream generally located at NZTM 1772069, 5891654 and shown in Schedule 1 is crossed by a bridge; and (ii) the existing Norrie Road Bridge crossing the Hingaia Stream generally located at NZTM 1773201, 5891836 and shown in Schedule 1 is removed within 6 months of a new bridge crossing the Hingaia Stream becoming operational. <p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>

13.	<p>Closure of Flanagan Road Intersection with Waihoehoe Road</p> <p>If the Flanagan Road intersection with Waihoehoe Road requires closure, and no alternative connection has been provided for Flanagan Road, the project shall be designed to provide an alternative connection for Flanagan Road. Where this outcome cannot be achieved within the designation, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work.</p>
14.	<p>Existing Property Access</p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
15.	<p>Realignment of Tui Street</p> <p>The Outline Plan shall demonstrate how the realignment of Tui Street provides for safe and legible access for the Drury and Districts Rugby Football and Recreation Club and community facilities using Tui Street and the use of the Drury Domain. This shall include provision of a left turn in at Waihoehoe Road if practicable, unless an alternative access can be provided. The Outline Plan shall also include confirmation that a safety audit of the final design solution has been completed.</p>
16.	<p>Closure of Creek Street (south) Intersection with Bremner Road</p> <p>The Outline Plan shall demonstrate how the closure of Creek Street intersection with Bremner Road provides for adequate turning movements for heavy vehicles.</p>
<p><u>Construction Conditions</u></p>	
17.	<p>Construction Environmental Management Plan</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any</p>

	<p>adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and methods for amending and updating the CEMP as required.
<p>18.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <ul style="list-style-type: none"> (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. (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 throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;

	<ul style="list-style-type: none"> (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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>
<p>19.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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. (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>20.</p>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.

	<p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</p> <p>(c) 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. <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 and Experienced 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, including implementation of any accidental discovery protocols under Condition 26.</p> <p><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>21.</p>	<p>Construction Traffic Management Plan</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 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 all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;

- (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
- (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
- (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).

22. 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 22.1: 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 the Table 22.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 25 shall apply.

23. 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 23.1 Construction vibration criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

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

- (b) Where compliance with the vibration standards set out in Table 23.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 24(c)(x), then the methodology in Condition 25 shall apply.

24. Construction Noise and Vibration Management Plan

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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 22 and 23 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:
- (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;

	<ul style="list-style-type: none"> (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 as 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) identification of areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 24(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 23; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 23, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and (xiii) requirements for review and update of the CNVMP.
<p>25.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 22, 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

	<p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 25(a) and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) 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</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>26.</p>	<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> <p>(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;</p>

- (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
- (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
- (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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. This shall include non invasive techniques or exploratory investigation to clarify the extent of the Runciman's Homestead site (NZAA R12/1131);
- (vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of:
 - A. the former Drury Creamery and Casein Factory (12 Norrie Road, CHI site 15102); and
 - B. the former railway worker's residence (18 Waihoehoe Road, CHI site 22288);
- (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and
 - B. using geotextile fabric and aggregate in construction compound areas not being earthworked, and removal and reinstatement upon completing Construction Works;
- (x) methods to protect or minimise damage to the Aroha Cottage/paymaster's house (CHI 2455, HNZPT list 692, AUPOIP UID 704) and St Johns Anglican Church and Cemetery (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUP Scheduled Site UID 707) during

	<p>Construction Works as far as practicable based on pre-construction advice from a specialist heritage conservator.</p> <ul style="list-style-type: none"> (xi) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8). <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p>Advice Notes:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
<p>27.</p>	<p>Pre-Construction Wetland Bird Survey</p> <ul style="list-style-type: none"> (a) Prior to the Start of Construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a survey and assessment of Threatened or At-Risk wetland birds and their habitat in the area shown in Schedule 2 shall be undertaken by a Suitably Qualified and Experienced Person. (b) The purpose of the survey and assessment is to: <ul style="list-style-type: none"> (i) confirm the ecological value of the Ngakoroa Stream Wetlands for Threatened or At-Risk wetland birds; and (ii) confirm whether the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds and their habitat prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines for Use in New Zealand: Terrestrial and Freshwater Ecosystems (May 2018) or subsequent revision. (c) If the wetland bird survey in (a) above confirms that the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds without impact management, then Condition 28 applies.
<p>28.</p>	<p>Bird Management Plan</p> <ul style="list-style-type: none"> (a) If required under Condition 27, prior to the start of construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a BMP shall be prepared and implemented.

	<p>(b) The objective of the BMP is to avoid and/or minimise impacts of construction activities on Threatened or At-Risk wetland birds in the Ngakoroa Stream Wetlands. The BMP shall set out the methods that will be used to achieve this objective. These methods may include:</p> <ul style="list-style-type: none"> (i) commencing Construction Works outside of the wetland bird breeding season (September to February) where practicable, in order to discourage bird nesting in the construction areas within the designation; (ii) a nesting bird survey of Threatened or At-Risk wetland birds undertaken by a Suitably Qualified and Experienced Person. This should occur prior to any Construction Works taking place within a 50m radius of the Ngakoroa Stream Wetlands (including establishment of construction areas adjacent to the Ngakoroa Stream Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; (iii) protection and buffer measures if nesting Threatened or At-Risk Wetland birds are identified within 50m of any construction area (including laydown areas). This could include: <ul style="list-style-type: none"> A. a 20 m 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 and Experienced 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 and Experienced Person; and C. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person; (iv) a 10m setback where practicable, between the edge of the Ngakoroa Stream Wetlands and the construction area (along the edge of the stockpile/laydown area). This could be achieved by retaining existing vegetation or by planting unvegetated areas with native coastal forest/riparian/wetland species (as appropriate). Marker poles, tape and signage could also be used to clearly delineate the wetland area to prevent encroachment; and (v) minimising light spill from construction areas into the Ngakoroa Stream Wetlands. <p>(c) The BMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any resource consents granted for the project.</p> <p><u>Advice Note:</u></p>
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	<p><i>Depending on the potential effects of the project, the resource consents for the project may include the following monitoring and management plans:</i></p> <p>(a) <i>Stream and/or wetland restoration plans;</i> (b) <i>Vegetation restoration plans; and</i> (c) <i>Fauna management plans (e.g. herpetofauna, bats).</i></p>
29.	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.</p> <p>(c) The Tree Management Plan shall:</p> <p>(i) confirm that the trees listed in Schedule 3 still exist; and</p> <p>(ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include:</p> <p>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 11);</p> <p>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</p>
30.	<p>Network Utility Management Plan</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and</p> <p>(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</p>

	<p style="text-align: center;">Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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Operational Conditions

<p>31.</p>	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(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>
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Attachments

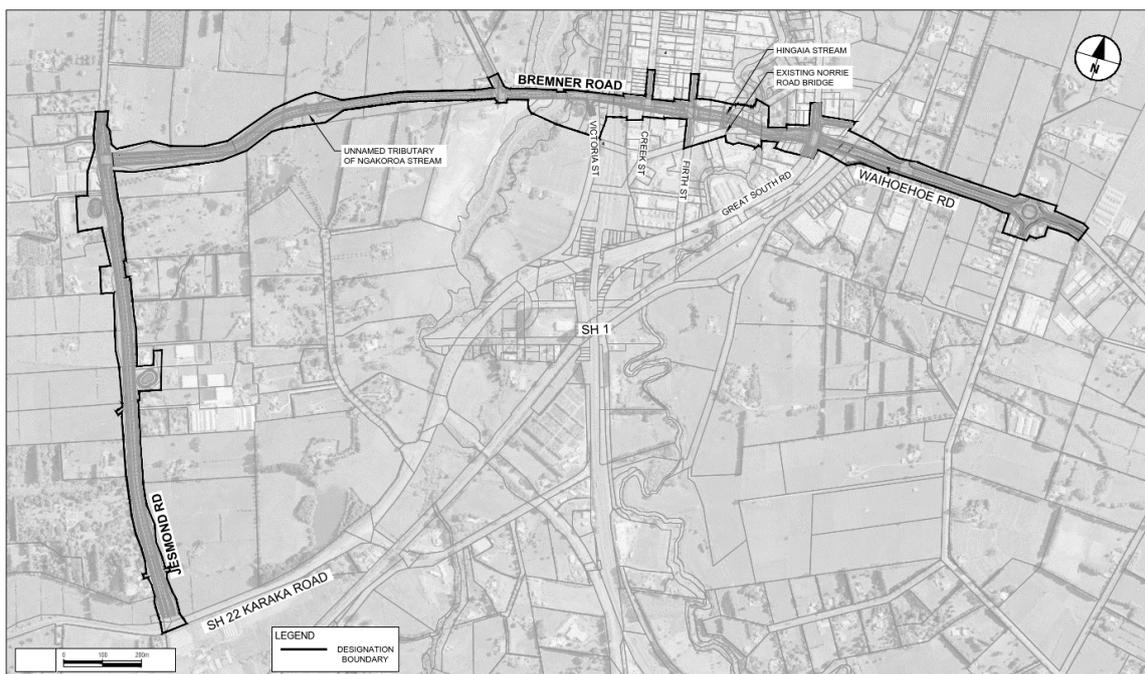
Schedule 1: General Accordance Plans and Information

Project Description

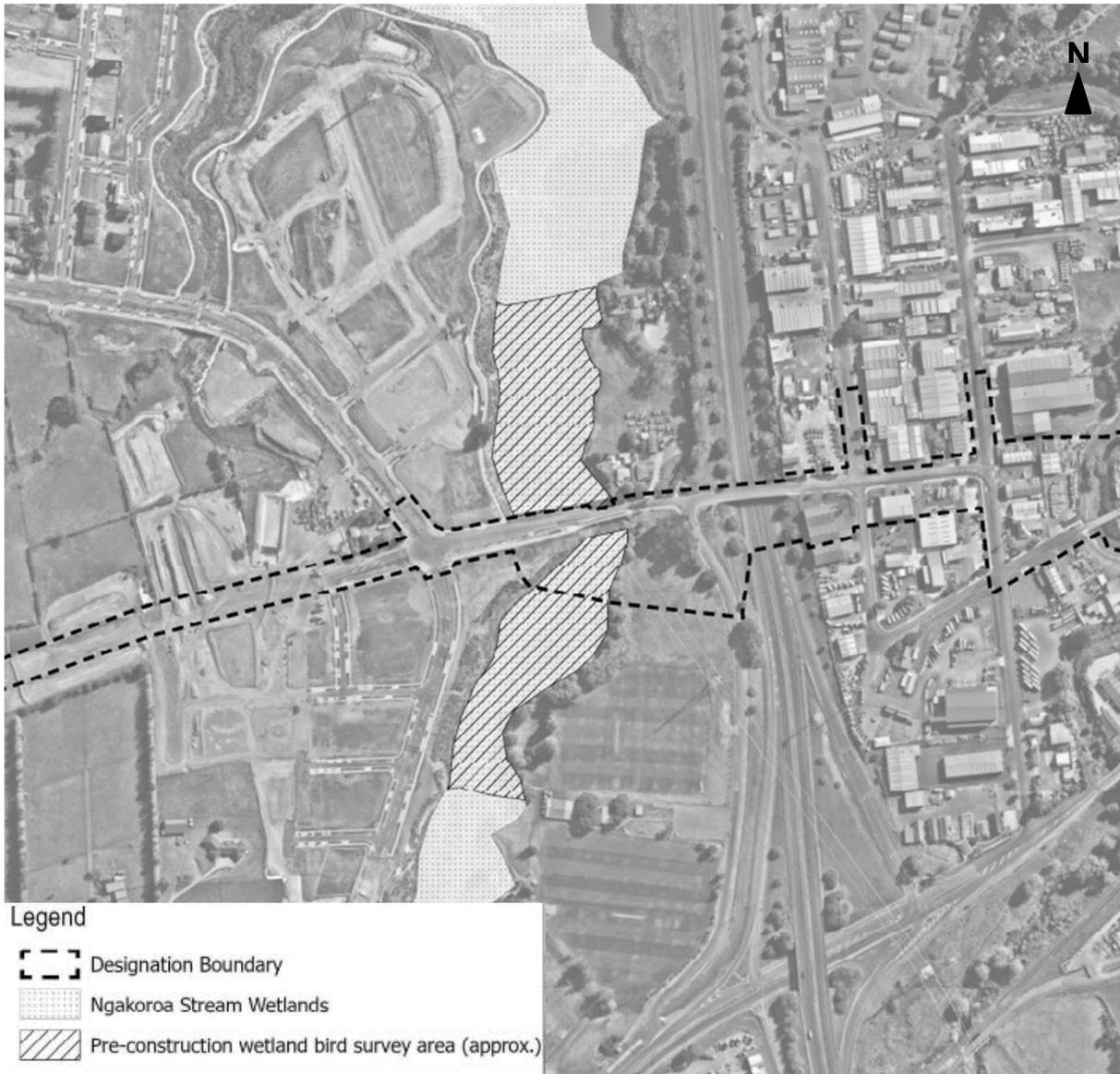
The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury from Jesmond Road (from State Highway 22) to Waihoehoe Road east of Fitzgerald Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems and realignment of Tui Street;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Pre-construction Wetland Bird Survey



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

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
27	Hedge / shelter belt	undefined	<i>Cryptomeria japonica</i>	Within 201 Jesmond Road (Lot 1 DP 365133) adjoining the road corridor	Heritage
39	Tree group	9	<i>Platanus x hispanica</i> 'Acerifolia'	Within the Bremner Road road corridor adjoining 132F Bremner Road (Lot 611 DP 528695), 132E Bremner Road (Lot 610 DP 528695).	Road
40	Tree group	8	<i>Pinus radiata</i>	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports Complex, on the corner of Bremner Road and Victoria Road	Open space
41	Tree group	5	<i>Quercus palustris</i> , <i>Liquidambar styraciflua</i> , <i>Ligustrum lucidum</i> , <i>Fraxinus ornus</i>	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports Complex, adjacent to Ngakoroa Stream.	Open space, Riparian
42	Tree group	8	<i>Quercus palustris</i> , <i>Liquidambar styraciflua</i> , <i>Populus yunnanensis</i>	Within the Victoria Street Road corridor / Drury Sports Complex	Open space
43	Tree group	4	<i>Quercus robur</i>	Within the State Highway 1 road corridor	Road
44	Tree group	3	<i>Melia azedarach</i> , <i>Podocarpus totara</i>	Within the Creek Street road corridor adjacent to 11 Bremner Road (1/3 SH Lot 1 DP 144254, Factory 1 DP 144254)	Road
45	Tree group	2	<i>Betula pendula</i>	Within the Bremner Road road corridor adjacent to 69 Creek Street (Lot 1 DP 201670)	Road
46	Tree group	3	<i>Salix fragilis</i> , <i>Populus alba</i>	Within the Esplanade Reserve at 19 Norrie Road (Crown Land Survey Office Plan 200).	Open Space
48	Tree group	3	<i>Salix alba</i> , <i>Populus yunnanensis</i>	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
49	Single Tree	1	<i>Thuja occidentalis</i>	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
50	Single Tree	1	<i>Picea sitchensis</i>	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
51	Single Tree	1	<i>Cryptomeria japonica</i>	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
52	Tree group	3	<i>Quercus robur</i>	Within the Waihoehoe Road road corridor adjoining 236 Great South Road (Lot 1 DP 205378)	Road
150	Tree group	5	<i>Washingtonia robusta</i>	Within the road corridor adjoining 239-243 Great South Road (Lot 1 DEEDS Whau 72, Lot 5 DEEDS Whau 72)	Road

Tree Location Plan 1



Tree Location Plan 2



Tree Location Plan 3



Appendix B – Auckland Transport’s Modifications to NoR D3 conditions (tracked)



18xx Waihoehoe Road East Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Waihoehoe Road east of Fitzgerald Road to Drury Hills 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 arterial transport corridor.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p>

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan

HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes
MID	Maintenance in Design
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways)
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways)
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT)
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence
ULDMP	Urban and Landscape Design Management Plan

General Conditions

1.	Activity in General Accordance with Plans and Information (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. (b) Where there is inconsistency between: (i) the Project Description and Concept Plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (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.	Project Information (a) A Project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on: (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. (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.
3.	Designation Review (a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable: (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. (b) Notwithstanding the above, on an on-going basis, and at least every six months until Completion of Construction, the Requiring Authority shall: (i) assess whether any areas of the designation that have been identified for construction purposes are still required for that purpose;

	<p>(ii) identify any areas of the designation that are no longer necessary for construction purposes or the on-going operation or maintenance of the project or for on-going mitigation measures; and give notice to the Council in accordance with section 182 of the RMA for the removal of these parts of the designation identified above.</p>
4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; and (vi) Historic Heritage Management Plan;
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p>

	<ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: (v) been incorporated; and (vi) where not incorporated, the reasons why; (vii) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (viii) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p>8.</p>	<p>Cultural Advisory Report</p> <ul style="list-style-type: none"> (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:

	<ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</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(s) is to: <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. (c) 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; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and

	<p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>and shall have regard to the outcomes of the Drury Ōpāheke Structure Plan and the mitigation measures detailed in the evidence of Mr Chris Bentley paragraph 18.13.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
<p>10.</p>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales;

	<ul style="list-style-type: none"> F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses, and integration of open space linkages; H. historic heritage places with reference to the HHMP in Condition 23; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. street trees, shrubs and ground cover suitable for berms; B. where practicable, mature trees and native vegetation should be retained; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones, including ecological linkages identified in the Drury-Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (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 (iii) detailed specifications relating to the following: <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; and (iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p>

	<p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>
<p>13.</p>	<p>Existing Property Access</p> <p>Where the accessibility of a property vehicle accessway, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><u>Construction Conditions</u></p>	

<p>14.</p>	<p>Construction Environmental Management Plan</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>15.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <p>(a) A SCEMP shall be prepared in consultation with the Council at least 6 months prior to the Start of Construction for a Stage of Work.</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 throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

	<ul style="list-style-type: none"> (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) <u>(vi)</u> methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) <u>(vii)</u> linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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> <p>(d) The SCEMP shall be reviewed six monthly for the duration of construction and updated if required. Any updated SCEMP shall be provided to the persons referred to in (b) and Auckland Council for review and agreement on any further action to be undertaken. Any further action recommended as a result of this review shall be undertaken by the Project Liaison Person and confirmation of completion provided to Auckland Council. If, in the course of amendments undertaken as part of the review process, a material change to the SCEMP is made, those parties affected by the change shall be notified within 1 month of the material change occurring.</p>
<p>16.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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);

	<ul style="list-style-type: none"> (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) the weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint; and (vi) (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>
<p>17.</p>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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 any accidental discovery protocols under Condition <u>24 23</u>. (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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone

	<p>Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>18.</p>	<p>Construction Traffic Management Plan</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 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 all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).
<p>19.</p>	<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 <u>as far as practicable</u>:</p> <p>Table 19.1: Construction noise standards</p>

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

(b) Where compliance with the noise standards set out in the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then 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 criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

	<p><i>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>
<p>21.</p>	<p>Construction Noise and Vibration Management Plan</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for preventing or minimising the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (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 <u>any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable</u> prioritising the management of construction activities to avoid night works and other sensitive times, including Sundays and public holidays unless it can be demonstrated that the work cannot practicably be undertaken during the daytime due to safety reasons, unreasonable traffic congestion or traffic delays or similar reasons; (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be

	<p>implemented and consultation requirements with owners and occupiers of affected sites;</p> <p>(xi) 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 and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x));</p> <p>(xii) procedures for:</p> <p>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and</p> <p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, <u>including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</u>; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
<p>22.</p>	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(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:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures for preventing or minimising <u>to manage</u> noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 22 (a) and predicted duration of the exceedance;</p>

- (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
- (v) 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
- (vi) location, times and types of monitoring.

~~(c) When construction vibration from a construction activity is either predicted or measured to exceed the Category B standard at the receivers in Condition 19, the construction activity shall not commence until a Suitably Qualified and Experienced Person has undertaken a building condition survey (provided the affected owners and/or occupiers have agreed to such survey). The building condition survey shall as a minimum include, but not be limited to, the following:~~

- ~~(i) determination of building classification: commercial, industrial, residential or a historic or sensitive structure;~~
- ~~(ii) determination of building specific vibration damage risk thresholds; and~~
- ~~(iii) recording (including photographs) the major features of the buildings including location, type, construction (including foundation type), age and present condition, including existing levels of any aesthetic damage or structural damage.~~

~~(d) The building condition survey and specific Best Practicable Option measures to prevent and minimise vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP shall be added as a Schedule. The Schedule shall be prepared in consultation with the owners and occupiers of buildings subject to the Schedule, and as a minimum, contain the information set out in (b) above and the findings of the building pre-condition survey.~~

~~(e) Vibration monitoring shall be undertaken and continue throughout the construction activity covered by the Schedule. Following completion of the activity, a building condition survey shall be undertaken to determine if any damage has occurred as a result of construction vibration, and any such damage shall be repaired by the Requiring Authority.~~

(f) (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.

~~(g)~~ (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 ~~(f)~~ (c) above. The amended Schedule shall document the consultation undertaken with those owners and

	<p>occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>23.</p>	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <p>(i) To deliver positive historic heritage opportunities and outcomes.</p> <p>(ii) To avoid as far as practicable, adverse effects on historic heritage places.</p> <p>(iii) Where avoidance of adverse effects cannot be achieved, remedy or mitigate all adverse effects on historic heritage places as far as practicable.</p> <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <p>(i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation;</p> <p>(ii) Additional areas of survey and investigation undertaken as part of the project which include (but are not limited to):</p> <p>A. Areas proximate to the historic bullock track or other historic transport route(s)</p> <p>(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.</p> <p>(e) (b) To achieve the outcomes in (a), the HHMP shall identify: <u>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:</u></p> <p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which</p>

an Archaeological Authority under the HNZPTA will be sought or has been granted;

- (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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 places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the **HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version.**
 - A. ~~HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version; and~~
 - B. ~~International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.~~
- (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places **and sites within** ~~identified as part of the **Designation** detailed design of the Project~~ and during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; ~~and~~
 - B. ~~using construction methods that minimise vibration or other potentially adverse effects.~~
- (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, ~~methods and procedures in the HHMP,~~ legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1) ~~and accidental discovery protocols in Condition 24 below.~~ The training shall be undertaken prior to the Start of Construction, under the guidance of **a Suitably Qualified and Experienced Person** ~~the nominated heritage~~

	<p>specialist(s) and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8);</p> <p>(xii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiii) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xiv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xv) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p>(c) <u>Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.</u></p> <p><i>Advice Note:</i></p> <p><u><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</i></u></p> <p>1. The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.</p> <p>2. The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.</p>
<p>24.</p>	<p>Accidental discovery during construction works and historic heritage documenting requirements (including post-construction)</p>

	<p>(a) — Prior to the start of Construction for a Stage of Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental historic heritage discoveries which occur during Construction Works. The protocol:</p> <ul style="list-style-type: none"> (i) — Shall be consistent with the Auckland Unitary Plan Accidental Discovery Rule (E11 Land disturbance regional — E11.6.1) or any amended version of this rule; (ii) — Shall be prepared in engagement with Mana Whenua and in consultation with Auckland Council and HNZPT and modified as necessary to reflect the site-specific project detail. The Requiring Authority shall undertake engagement and consultation for a period of not less than 30 days; and (iii) — Shall be implemented for the duration of Construction Works. <p>(b) — Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced.</p> <p>(c) — The nominated heritage specialist(s) shall record and log any heritage discovery and on-going compliance with the conditions of this Designation. This log shall be provided to the Manager: Compliance Monitoring (in consultation with the Manager: Heritage Unit) quarterly.</p> <p>(d) — In the event that any unrecorded historic heritage places are exposed as a result of the work, these shall be recorded and documented by a suitably qualified and experienced person for inclusion in the CHI or any subsequent heritage database. The information and documentation shall be forwarded to the Manager: Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) or other address nominated by the Manager: Heritage within twelve months of the works being completed on site.</p> <p>(e) Within 12 months of Construction Works being completed, the nominated heritage specialist(s) shall prepare and submit a report to the Manager (in consultation with the Manager: Heritage Unit) which includes the log required by Condition 24(c) and certify that all Construction Works have been completed in accordance with the Conditions of this Designation.</p>
<p>25 <u>24.</u></p>	<p>Network Utility Management Plan</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. 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;

	<ul style="list-style-type: none"> (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. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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Operational Conditions

26 25.	<p>Low Noise Road Surface</p> <ul style="list-style-type: none"> (a) <u>Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</u> (b) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u> <ul style="list-style-type: none"> (i) <u>The volume of traffic exceeds 10,000 vehicles per day; or</u> (ii) <u>The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u> (iii) <u>It is in an industrial or commercial area where there is a high concentration of truck traffic; or</u> (iv) <u>It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u> (c) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(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.</u>
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Attachments

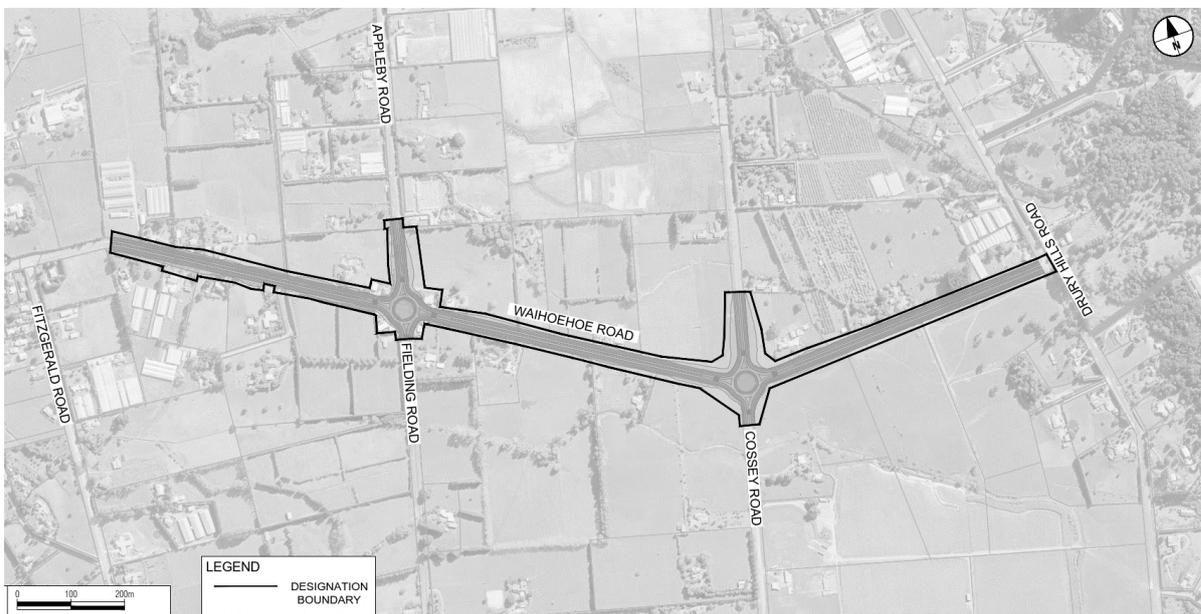
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance an arterial transport corridor in Drury East along Waihoehoe Road between east of Fitzgerald Road and Drury Hills Road, including active transport facilities, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) Upgrading and widening Waihoehoe Road for two lanes and active transport facilities;
- (b) Associated works including intersections, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, construction traffic management and the re-grade of driveways.

Concept Plan



Appendix B – Auckland Transport’s Modifications to NoR D3 conditions (clean)



18xx Waihoehoe Road East Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Waihoehoe Road east of Fitzgerald Road to Drury Hills 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 arterial transport corridor

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
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; or

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014

Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p>

	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.
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; and (vi) Historic Heritage Management Plan.
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:

	<ul style="list-style-type: none"> (v) been incorporated; and (vi) where not incorporated, the reasons why; (vii) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (viii) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p>8.</p>	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (“treasures handed down by our ancestors”) affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic

	<p>Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and</p> <p>(vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</p> <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <p>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</p> <p>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</p>
<p>9.</p>	<p>Urban and Landscape Design Management Plan</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <p>(i) enable integration of the project's permanent works into the surrounding landscape and urban context; and</p> <p>(ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment.</p> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Auckland Transport's Urban Roads and Streets Design Guide;</p> <p>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</p> <p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <p>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</p>

	<ul style="list-style-type: none"> (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.
10.	<ul style="list-style-type: none"> (a) The ULDMP(s) shall include: <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP in Condition 23; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
11.	<ul style="list-style-type: none"> (a) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. street trees, shrubs and ground cover suitable for berms;

	<ul style="list-style-type: none"> B. where practicable, mature trees and native vegetation should be retained; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species; <p>(b) Mana Whenua shall be invited to participate in the development of the ULDM(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDM.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;

	<ul style="list-style-type: none"> (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>
<p>13.</p>	<p>Existing Property Access</p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><u>Construction Conditions</u></p>	
<p>14.</p>	<p>Construction Environmental Management Plan</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, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>15.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <ul style="list-style-type: none"> (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. (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 throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with;

	<ul style="list-style-type: none"> (v) identification of the properties whose owners will be engaged with; (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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>
<p>16.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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. (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>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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 any accidental discovery protocols under Condition 23. <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 and Experienced 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><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>18.</p>	<p>Construction Traffic Management Plan</p> <ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;

	<ul style="list-style-type: none"> (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services). 																																																										
19.	<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 19.1: Construction noise standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.</p>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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20.	<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</p>																																																										

and shall comply with the vibration standards set out in the following table as far as practicable.

Table 20.1 Construction vibration criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

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

- (b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.

21. Construction Noise and Vibration Management Plan

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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:
- (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 as practicable;

	<ul style="list-style-type: none"> (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) 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 and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and (xiii) requirements for review and update of the CNVMP.
<p>22.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 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 for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</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 in Condition 22(a) and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) 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 (vi) 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>
<p>23.</p>	<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;
 - (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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 places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;
 - (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - 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;
 - (xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).
- (c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.

Advice Note:

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP

24.	<p>Network Utility Management Plan</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 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. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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Operational Conditions

25.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or
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	<p>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</p> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(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>
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Attachments

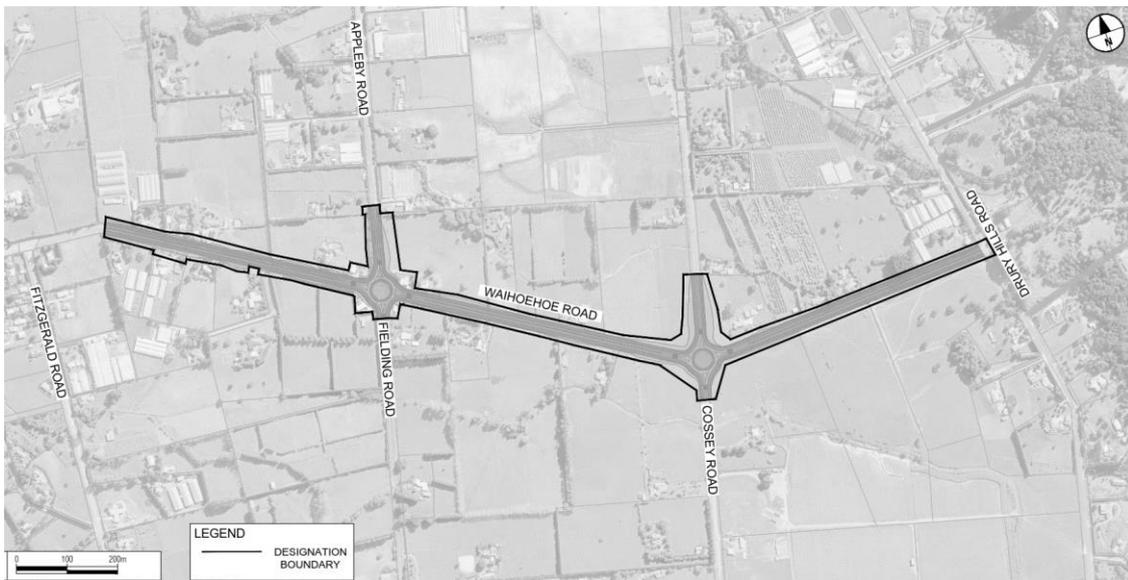
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance an arterial transport corridor in Drury East along Waihoehoe Road between east of Fitzgerald Road and Drury Hills Road, including active transport facilities, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) Upgrading and widening Waihoehoe Road for two lanes and active transport facilities;
- (b) Associated works including intersections, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, construction traffic management and the re-grade of driveways.

Concept Plan



Appendix C – Auckland Transport’s Modifications to NoR D4 conditions (tracked)



18xx Ōpāheke North-South FTN Arterial

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Land between Hunua Road and Waihoehoe Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 45 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
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 <u>and CNVMP Schedules</u>	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p>

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan

HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

	<p>(b) Notwithstanding the above, on an on-going basis, and at least every six months until Completion of Construction, the Requiring Authority shall:</p> <p>(i) assess whether any areas of the designation that have been identified for construction purposes are still required for that purpose;</p> <p>(ii) identify any areas of the designation that are no longer necessary for construction purposes or the on-going operation or maintenance of the project or for on-going mitigation measures; and give notice to the Council in accordance with section 182 of the RMA for the removal of these parts of the designation identified above.</p>
4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 45 20 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; and

	(vi) Historic Heritage Management Plan;
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: (v) been incorporated; and (vi) where not incorporated, the reasons why; (vii) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (viii) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
8.	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p>

	<p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (“treasures handed down by our ancestors”) affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. <p>(c) 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;

	<ul style="list-style-type: none"> (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>and shall have regard to the outcomes of the Drury Ōpāheke Structure Plan and the mitigation measures detailed in the evidence of Mr Chris Bentley paragraph 21.15.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
<p>10.</p>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage;

	<ul style="list-style-type: none"> 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, and integration of open space linkages; H. historic heritage places with reference to the HHMP in Condition 23; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. street trees, shrubs and ground cover suitable for berms; B. where practicable, mature trees and native vegetation should be retained; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones, including ecological linkages identified in the Drury-Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (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 (iii) detailed specifications relating to the following: <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; and (iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version

	<p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of the "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<p>Flood Hazard</p> <p>(a) Where relevant to the Stage of Work, detailed design shall demonstrate that:</p> <ul style="list-style-type: none"> (i) the Waipokapu (Hays) Stream generally located at NZTM 1774655, 5894718 and shown in Schedule 1 shall be crossed by a bridge; and (ii) the Waihoehoe Stream generally located at NZTM 1774158, 5892809 and shown in Schedule 1 shall be crossed by a bridge. <p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>

13.	<p>Existing Property Access</p> <p>Where the accessibility of a property vehicle accessway, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><u>Construction Conditions</u></p>	
14.	<p>Construction Environmental Management Plan</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
15.	<p>Stakeholder Communication and Engagement Management Plan</p> <p>(a) A SCEMP shall be prepared in consultation with the Council at least 6 months prior to the Start of Construction for a Stage of Work.</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 throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) <u>(vi)</u> methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) <u>(vii)</u> linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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> <p>(d) The SCEMP shall be reviewed six monthly for the duration of construction and updated if required. Any updated SCEMP shall be provided to the persons referred to in (b) and Auckland Council for review and agreement on any further action to be undertaken. Any further action recommended as a result of this review shall be undertaken by the Project Liaison Person and confirmation of completion provided to Auckland Council. If, in the course of amendments undertaken as part of the review process, a material change to the SCEMP is made, those parties affected by the change shall be notified within 1 month of the material change occurring.</p>
16.	Complaints Register

	<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) the weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint; and (vi) <u>(v)</u> 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>
<p>17.</p>	<p>Cultural Monitoring Plan</p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</p> <p>(c) 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 any accidental discovery protocols under condition <u>234</u>.

	<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 and Experienced 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><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>18.</p>	<p>Construction Traffic Management Plan</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 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 all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).
<p>19.</p>	<p>Construction Noise Standards</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**:

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 the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then 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 criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv

	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
<p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>				
21.	<p>Construction Noise and Vibration Management Plan</p>			
<p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for preventing or minimising the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (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 <u>any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable</u> prioritising the management of construction activities to avoid night works and other sensitive times, including Sundays and public holidays unless it can be demonstrated that the work cannot practicably be undertaken during the daytime due to safety reasons, unreasonable traffic congestion or traffic delays or similar reasons; (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; 				

	<ul style="list-style-type: none"> (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 1922) and/or vibration standards (Condition 2023 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, <u>including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</u>; and (xiii) requirements for review and update of the CNVMP.
<p>22.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 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. (b) The objective of the Schedule is to set out the Best Practicable Option measures for preventing or minimising to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out: <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 in Condition 22 (a) and predicted duration of the exceedance;
- (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
- (v) 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
- (vi) location, times and types of monitoring.

~~(c)~~ When construction vibration from a construction activity is either predicted or measured to exceed the Category B standard at the receivers in Condition 19, the construction activity shall not commence until a Suitably Qualified and Experienced Person has undertaken a building condition survey (provided the affected owners and/or occupiers have agreed to such survey). The building condition survey shall as a minimum include, but not be limited to, the following:

- ~~(i)~~ determination of building classification: commercial, industrial, residential or a historic or sensitive structure;
- ~~(ii)~~ determination of building specific vibration damage risk thresholds; and
- ~~(iii)~~ recording (including photographs) the major features of the buildings including location, type, construction (including foundation type), age and present condition, including existing levels of any aesthetic damage or structural damage.

~~(d)~~ The building condition survey and specific Best Practicable Option measures to prevent and minimise vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP shall be added as a Schedule. The Schedule shall be prepared in consultation with the owners and occupiers of buildings subject to the Schedule, and as a minimum, contain the information set out in (b) above and the findings of the building pre-condition survey.

~~(e)~~ Vibration monitoring shall be undertaken and continue throughout the construction activity covered by the Schedule. Following completion of the activity, a building condition survey shall be undertaken to determine if any damage has occurred as a result of construction vibration, and any such damage shall be repaired by the Requiring Authority.

~~(f)~~ (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.

~~(g)~~ (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

	<p>Manager for certification in accordance with (fc) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>23.</p>	<p>Historic Heritage Management Plan</p> <p>(a) The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:</p> <ul style="list-style-type: none"> (i) To deliver positive historic heritage opportunities and outcomes. (ii) To avoid as far as practicable, adverse effects on historic heritage places. (iii) Where avoidance of adverse effects cannot be achieved; remedy or mitigate all adverse effects on historic heritage places as far as practicable. <p>(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(c) The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:</p> <ul style="list-style-type: none"> (i) Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation; (ii) Additional areas of survey and investigation undertaken as part of the project which include (but are not limited to): <ul style="list-style-type: none"> A. Areas adjoining and proximate to the routes of early roads and pathways. (iii) Further assessment and field survey of historic heritage by the nominated heritage specialist(s) which include (but are not limited to) the following: <ul style="list-style-type: none"> A. Brick utility building, 31 Ponga Road (CHI 22281). (iv) If the brick utility building at 31 Ponga Road cannot be avoided as part of the detailed design of the Project, then: <ul style="list-style-type: none"> A. The building shall be demolished, subject to archaeological deconstruction by a suitably qualified and experienced buildings archaeologist (including salvaging historic materials in reusable condition where possible) and recorded in accordance with Level 1 of HNZPT Archaeological Guidelines. B. The Manager and the Manager: Heritage Unit shall be advised in writing at least 10 working days prior to the demolition of the

~~building with accompanying records demonstrating compliance with A. above and Condition 23(e)(vii).~~

~~(d) The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.~~

~~(e) To achieve the outcomes in (a), the HHMP shall identify:~~

(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:

- (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
- (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
- (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
- (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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 places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the **HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of:**

A. **The Brick Utility Building (31 Ponga Road, CHI site 22281):**
~~HNZPT Archaeological Guidelines Series No. 1 (AGS 1A):~~
~~Investigation and recording of buildings and standing structures~~
~~(November 2018), or any subsequent version;~~

~~B. International Council on Monuments and Sites New Zealand~~
~~Charter 2010 or any subsequent version.~~

- (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures

	<p>handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places <u>and sites within</u> identified as part of the <u>Designation</u> detailed design of the Project and during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <p>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and</p> <p>B. using construction methods that minimise vibration or other potentially adverse effects.</p> <p>(x) <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, methods and procedures in the HHMP, legal obligations relating to accidental discoveries, <u>the AUP Accidental Discovery Rule (E11.6.1)</u> and accidental discovery protocols in Condition 24 below. The training shall be undertaken prior to the Start of Construction, under the guidance of <u>a Suitably Qualified and Experienced Person</u> the nominated heritage specialist(s) and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8);</p> <p>(xii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;</p> <p>(xiii) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;</p> <p>(xiv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and</p> <p>(xv) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.</p> <p>(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.</p> <p>(c) <u>Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including</u></p>
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~~interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion~~

Advice Note:

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.

1. ~~The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.~~
2. ~~The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.~~

24. ~~Accidental discovery during construction works and historic heritage documenting requirements (including post-construction)~~

- (a) ~~Prior to the start of Construction for a Stage of Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental historic heritage discoveries which occur during Construction Works. The protocol:~~
 - (i) ~~Shall be consistent with the Auckland Unitary Plan Accidental Discovery Rule (E11 Land disturbance regional – E11.6.1) or any amended version of this rule;~~
 - (ii) ~~Shall be prepared in engagement with Mana Whenua and in consultation with Auckland Council and HNZPT and modified as necessary to reflect the site-specific project detail. The Requiring Authority shall undertake engagement and consultation for a period of not less than 30 days; and~~
 - (iii) ~~Shall be implemented for the duration of Construction Works.~~
- (b) ~~Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced.~~
- (c) ~~The nominated heritage specialist(s) shall record and log any heritage discovery and on-going compliance with the conditions of this Designation. This log shall be provided to the Manager: Compliance Monitoring (in consultation with the Manager: Heritage Unit) quarterly.~~

	<p>(d) In the event that any unrecorded historic heritage places are exposed as a result of the work, these shall be recorded and documented by a suitably qualified and experienced person for inclusion in the CHI or any subsequent heritage database. The information and documentation shall be forwarded to the Manager: Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) or other address nominated by the Manager: Heritage within twelve months of the works being completed on site.</p> <p>(e) Within 12 months of Construction Works being completed, the nominated heritage specialist(s) shall prepare and submit a report to the Manager (in consultation with the Manager: Heritage Unit) which includes the log required by Condition 24(c) and certify that all Construction Works have been completed in accordance with the Conditions of this Designation.</p>
<p>25 <u>24.</u></p>	<p>Network Utility Management Plan</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 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. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<p><u>Operational Conditions</u></p>	

<p>26 <u>25.</u></p>	<p>Low Noise Road Surface</p> <p>(a) <u>Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</u></p> <p>(b) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p style="padding-left: 40px;">(i) <u>The volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p style="padding-left: 40px;">(ii) <u>The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p style="padding-left: 40px;">(iii) <u>It is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p style="padding-left: 40px;">(iv) <u>It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>(c) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(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.</u></p>
<p>27 <u>26.</u></p>	<p><u>Traffic Noise</u></p> <p>(a) <u>The project shall be designed to achieve an operational traffic noise level of Category B in the Project design year (based on a traffic forecast for a high growth scenario) at the existing Protected Premises and Facilities (PPFs) shown in Schedule 2 and listed below:</u></p> <p style="padding-left: 40px;"><u>(i) 6 Ponga Road</u></p> <p style="padding-left: 40px;"><u>(ii) 36 Ponga Road</u></p> <p style="padding-left: 40px;"><u>(iii) 68 Ponga Road</u></p> <p style="padding-left: 40px;"><u>(iv) 201 Sutton Road</u></p> <p>(b) <u>Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall prepare a Noise Mitigation Plan written in accordance with Chapter 7 of P40 Waka Kotahi NZTA P40:2014 Specification for Noise Mitigation and be provided to the Manager for certification.</u></p> <p>(c) <u>The purpose of the Noise Mitigation Plan is to confirm that the mitigation of traffic noise achieves Category B levels at the existing PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2. The Noise Mitigation Plan shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme. For the avoidance of doubt, the low noise</u></p>

	<p><u>road surfacing implemented in accordance with Condition 25 may be (or be part of) the traffic noise mitigation.</u></p> <p>(d) <u>The traffic noise mitigation 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.</u></p> <p>(e) <u>The Category B levels at the PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2 do not need to be complied with where:</u></p> <p style="padding-left: 40px;"><u>(i) the PPF no longer exists; or</u></p> <p style="padding-left: 40px;"><u>(ii) agreement of the landowner has been obtained confirming that the Category B level does not need to be met.</u></p> <p>(f) <u>The traffic noise mitigation shall be maintained to retain noise reduction performance as far as practicable.</u></p>
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Attachments

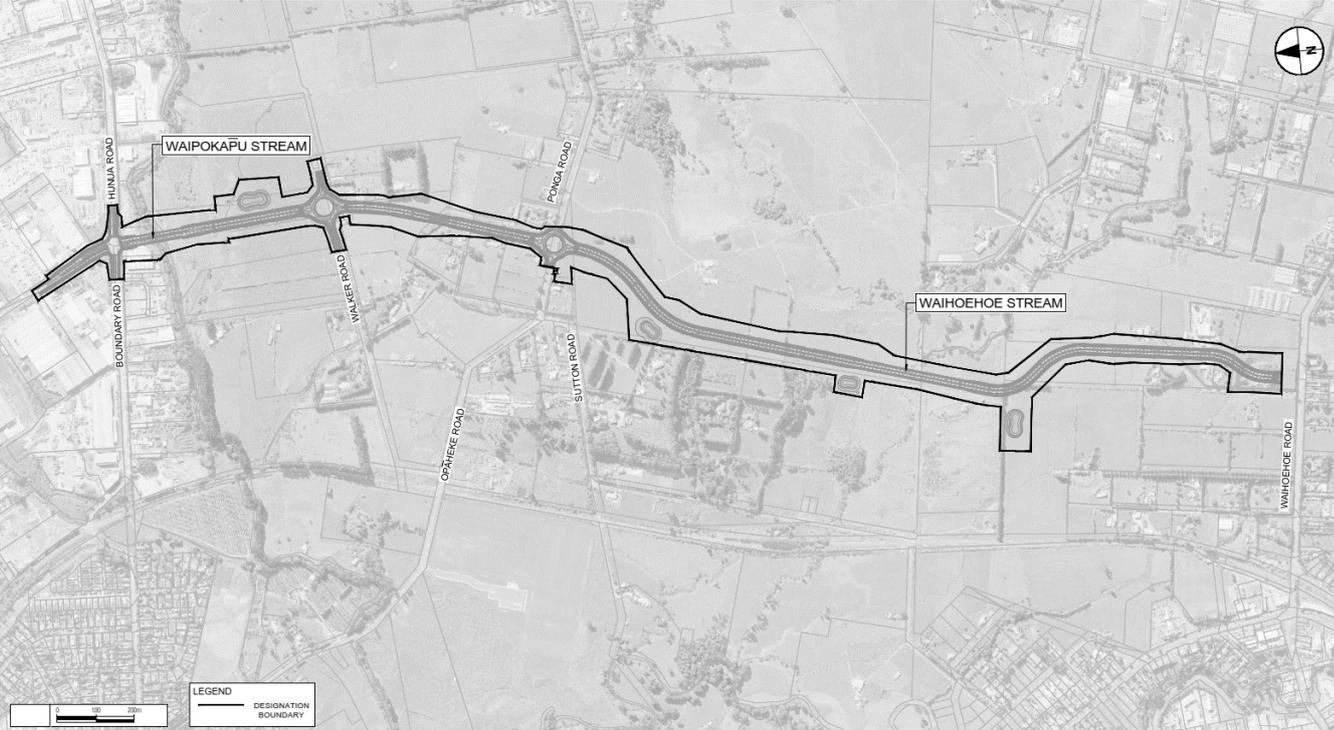
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury-Ōpāheke between Waihoehoe Road and Hunua Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new arterial transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: PPF Location Plans



Appendix C – Auckland Transport’s Modifications to NoR D4 conditions (clean)



18xx Ōpāheke North-South FTN Arterial

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Land between Hunua Road and Waihoehoe Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
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; or

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga

HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p>

	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; and (vi) Historic Heritage Management Plan;
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:

	<ul style="list-style-type: none"> (v) been incorporated; and (vi) where not incorporated, the reasons why; (vii) be submitted as part of an Outline Plan pursuant to s 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (viii) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p>8.</p>	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (“treasures handed down by our ancestors”) affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;

	<ul style="list-style-type: none"> (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</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(s) is to: <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. (c) 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; (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. (d) To achieve the objective, the ULDMP(s) 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

	<p>topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</p> <ul style="list-style-type: none"> (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.
10.	<ul style="list-style-type: none"> (a) The ULDMP(s) shall include: <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP in Condition 23; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
11.	<ul style="list-style-type: none"> (a) The ULDMP shall also include the following planting details and maintenance requirements:

	<ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. street trees, shrubs and ground cover suitable for berms; B. where practicable, mature trees and native vegetation should be retained; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (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 (iii) detailed specifications relating to the following: <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; <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of the "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) Where relevant to the Stage of Work, detailed design shall demonstrate that: <ul style="list-style-type: none"> (i) the Waipokapu (Hays) Stream generally located at NZTM 1774655, 5894718 and shown in Schedule 1 shall be crossed by a bridge; and (ii) the Waihoehoe Stream generally located at NZTM 1774158, 5892809 and shown in Schedule 1 shall be crossed by a bridge.

	<p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>
<p>13.</p>	<p>Existing Property Access</p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><u>Construction Conditions</u></p>	
<p>14.</p>	<p>Construction Environmental Management Plan</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, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>15.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <ul style="list-style-type: none"> (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. (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 throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with;

	<ul style="list-style-type: none"> (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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>
<p>16.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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. (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>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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 any accidental discovery protocols under Condition 23. <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 and Experienced 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><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>18.</p>	<p>Construction Traffic Management Plan</p> <ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;

- (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
- (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).

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 the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then 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 criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

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

- (b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.

21. Construction Noise and Vibration Management Plan

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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:
- (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 as practicable;

	<ul style="list-style-type: none"> (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) 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 and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and (xiii) requirements for review and update of the CNVMP.
<p>22.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 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 for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</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 in Condition 22 (a) and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) 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 (vi) 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>
<p>23.</p>	<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;

	<ul style="list-style-type: none"> (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT 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 places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of: <ul style="list-style-type: none"> A. The Brick Utility Building (31 Ponga Road, CHI site 22281); (viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and 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 accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8). <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p>Advice Note:</p>
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	<i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i>
24.	<p>Network Utility Management Plan</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 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. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<u>Operational Conditions</u>	
25.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or

	<ul style="list-style-type: none"> (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(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>26.</p>	<p>Traffic Noise</p> <ul style="list-style-type: none"> (a) The project shall be designed to achieve an operational traffic noise level of Category B in the Project design year (based on a traffic forecast for a high growth scenario) at the existing Protected Premises and Facilities (PPFs) shown in Schedule 2 and listed below: <ul style="list-style-type: none"> (i) 6 Ponga Road (ii) 36 Ponga Road (iii) 68 Ponga Road (iv) 201 Sutton Road (b) Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall prepare a Noise Mitigation Plan written in accordance with Chapter 7 of P40 Waka Kotahi NZTA P40:2014 Specification for Noise Mitigation and be provided to the Manager for certification. (c) The purpose of the Noise Mitigation Plan is to confirm that the mitigation of traffic noise achieves Category B levels at the existing PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2. The Noise Mitigation Plan shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme. For the avoidance of doubt, the low noise road surfacing implemented in accordance with Condition 25 may be (or be part of) the traffic noise mitigation. (d) The traffic noise mitigation 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. (e) The Category B levels at the PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2 do not need to be complied with where: <ul style="list-style-type: none"> (i) the PPF no longer exists; or (ii) agreement of the landowner has been obtained confirming that the Category B level does not need to be met.

	(f) The traffic noise mitigation shall be maintained to retain noise reduction performance as far as practicable.
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Attachments

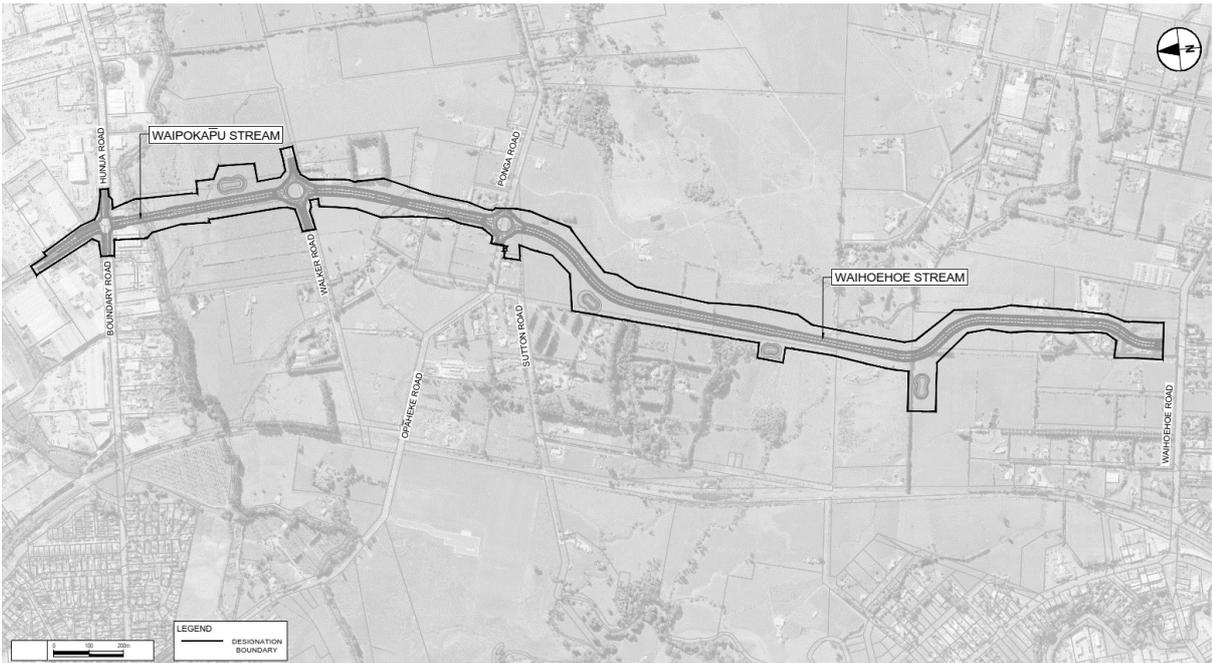
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury-Ōpāheke between Waihoehoe Road and Hunua Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new arterial transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified PPFs Noise Criteria Categories



Appendix D – Auckland Transport’s Modifications to NoR D5 conditions (tracked)



18xx Ponga Road and Ōpāheke Road Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 45 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
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; or

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></p>
CHI	Auckland Council Cultural Heritage Inventory
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan

HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
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
NZTM	New Zealand Transverse Mercator [coordinates system]
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.

ULDMP	Urban and Landscape Design Management Plan
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<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

	<p>(b) Notwithstanding the above, on an on-going basis, and at least every six months until Completion of Construction, the Requiring Authority shall:</p> <p>(i) assess whether any areas of the designation that have been identified for construction purposes are still required for that purpose;</p> <p>(ii) identify any areas of the designation that are no longer necessary for construction purposes or the on-going operation or maintenance of the project or for on-going mitigation measures; and give notice to the Council in accordance with section 182 of the RMA for the removal of these parts of the designation identified above.</p>
4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 45 20 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; and

	(vii) Tree Management Plan
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 25); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why; (v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vi) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
8.	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p>

	<p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (“treasures handed down by our ancestors”) affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</p> <p>(a) A ULDMMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. <p>(c) The ULDMMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide;

	<ul style="list-style-type: none"> (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>and shall have regard to the outcomes of the Drury Ōpāheke Structure Plan and the mitigation measures detailed in the evidence of Mr Chris Bentley paragraph 25.17.</p> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
<p>10.</p>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage;

	<ul style="list-style-type: none"> 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, and integration of open space linkages; H. historic heritage places with reference to the HHMP in Condition 23; and I. re-instatement of construction and site compound areas, driveways, accessways and fences.
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 2524. 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, including ecological linkages identified in the Drury-Ōpāheke Structure Plan; D. planting of stormwater wetlands; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (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 (iii) detailed specifications relating to the following: <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; and

	<p>(iv) a maintenance plan in accordance with the Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>12.</p>	<p>Flood Hazard</p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that the Mangapū Stream (Symonds Stream) generally located at NZTM 1775480, 5893662 and shown in Schedule 1 shall be crossed by a bridge.</p> <p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the</p>

	<p>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>
<p>13.</p>	<p>Existing Property Access</p> <p>Where the accessibility of a property vehicle accessway, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><u>Construction Conditions</u></p>	
<p>14.</p>	<p>Construction Environmental Management Plan</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.

<p>15.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <p>(a) A SCEMP shall be prepared in consultation with the Council at least 6 months prior to the Start of Construction for a Stage of Work.</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 throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) <u>(vi)</u> methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) <u>(vii)</u> linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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> <p>(d) The SCEMP shall be reviewed six monthly for the duration of construction and updated if required. Any updated SCEMP shall be provided to the persons referred to in (b) and Auckland Council for review and agreement on any further action to be undertaken. Any further action recommended as a result of this review shall be undertaken by the Project Liaison Person and confirmation of completion provided to Auckland Council. If, in the course of amendments undertaken as part of the review process, a material change to the SCEMP is made, those parties affected by the change shall be notified within 1 month of the material change occurring.</p>
<p>16.</p>	<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) the weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint; and (vi) (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>
<p>17.</p>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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 any accidental discovery protocols under Condition <u>23</u> <u>24</u>. (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 and Experienced 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.

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.

18. Construction Traffic Management Plan

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on all road users;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
 - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).

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 the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then 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 criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

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

	<p>(b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>
<p>21.</p>	<p>Construction Noise and Vibration Management Plan</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for preventing or minimising the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (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 <u>any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable</u> prioritising the management of construction activities to avoid night works and other sensitive times, including Sundays and public holidays unless it can be demonstrated that the work cannot practicably be undertaken during the daytime due to safety reasons, unreasonable traffic congestion or traffic delays or similar reasons; (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;

	<ul style="list-style-type: none"> (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19 22) and/or vibration standards (Condition 20 23 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, <u>including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration</u>; and (xiii) requirements for review and update of the CNVMP.
<p>22.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 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. (b) The objective of the Schedule is to set out the Best Practicable Option measures for preventing or minimising to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out: <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 in Condition 22 (a) and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;

	<p>(v) 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</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) When construction vibration from a construction activity is either predicted or measured to exceed the Category B standard at the receivers in Condition 19, the construction activity shall not commence until a Suitably Qualified and Experienced Person has undertaken a building condition survey (provided the affected owners and/or occupiers have agreed to such survey). The building condition survey shall as a minimum include, but not be limited to, the following:</p> <p>(i) determination of building classification: commercial, industrial, residential or a historic or sensitive structure;</p> <p>(ii) determination of building specific vibration damage risk thresholds; and</p> <p>(iii) recording (including photographs) the major features of the buildings including location, type, construction (including foundation type), age and present condition, including existing levels of any aesthetic damage or structural damage.</p> <p>(d) The building condition survey and specific Best Practicable Option measures to prevent and minimise vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP shall be added as a Schedule. The Schedule shall be prepared in consultation with the owners and occupiers of buildings subject to the Schedule, and as a minimum, contain the information set out in (b) above and the findings of the building pre-condition survey.</p> <p>(e) Vibration monitoring shall be undertaken and continue throughout the construction activity covered by the Schedule. Following completion of the activity, a building condition survey shall be undertaken to determine if any damage has occurred as a result of construction vibration, and any such damage shall be repaired by the Requiring Authority.</p> <p>(f) <u>(c)</u> 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>(g) <u>(d)</u> 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 (f) <u>(c)</u> 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. **Historic Heritage Management Plan**

- ~~(a) — The Requiring Authority shall design and implement the construction, operation and maintenance of the Project to achieve the following historic heritage outcomes:~~
- ~~(i) — To deliver positive historic heritage opportunities and outcomes.~~
 - ~~(ii) — To avoid as far as practicable, adverse effects on historic heritage places.~~
 - ~~(iii) — Where avoidance of adverse effects cannot be achieved; remedy or mitigate all adverse effects on historic heritage places as far as practicable.~~
- ~~(b) (a) A HHMP shall be prepared by the nominated heritage specialist(s) in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.~~
- ~~(c) — The HHMP shall be prepared with up-to-date information. This information shall be provided to Council prior to the lodgement of the HHMP to streamline the review process. This includes, but is not limited to:~~
- ~~(i) — Any archaeological assessments, heritage impact or cultural assessments, granted authorities, final archaeological reports and updated site record forms (CHI and New Zealand Archaeological Association ArchSite) prepared/submitted since time of the granting of any designation;~~
 - ~~(ii) — Additional areas of survey and investigation undertaken as part of the project; and~~
 - ~~(iii) — Further assessment and field survey of historic heritage by the nominated heritage specialist(s) which include (but are not limited to) the following:
 - ~~A. — The site of the Opaheke railway station;~~
 - ~~B. — Opaheke East and West WWII camps (CHI 17016 and 17017); and~~
 - ~~C. — Non-invasive techniques to determine if any graves or other features associated with the Presbyterian section of the Papakura Cemetery are present within the extent of the Designation and are affected by Construction Works.~~~~
- ~~(d) — The HHMP shall be consistent with all relevant statutory requirements, including the conditions of any Archaeological Authority granted by HNZPT for the Project.~~
- ~~(e) (b) To achieve the outcomes in (a), the HHMP shall identify: **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:**~~

- (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
- (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
- (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
- (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project 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) methods for the removal and storage of the stone marking of the World War II Ōpāheke East Camp during project works and identification of a suitable location to place it once project works are complete, in consultation with parties involved in the erection of the stone in its existing location;
- (viii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the **HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version:**
 - A. ~~HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;~~ and
 - B. ~~International Council on Monuments and Sites New Zealand Charter 2010 or any subsequent version.~~
- (ix) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (x) methods for avoiding, remedying or mitigating adverse effects on historic heritage places **and sites within** identified as part of the **Designation** detailed design of the Project and during Construction Works as far as practicable,. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and

~~B. using construction methods that minimise vibration or other potentially adverse effects.~~

(xi) **measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and**

(xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, ~~methods and procedures in the HHMP~~, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1) and ~~accidental discovery protocols in Condition 24 below~~. The training shall be undertaken prior to the Start of Construction, under the guidance of **a Suitably Qualified and Experienced Person** ~~the nominated heritage specialist(s) and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8);~~

~~(xiii) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes. Measures may include, but not be limited to: increased public awareness and amenity of historic heritage sites, interpretation, repatriation, donation of historic heritage material to suitable repositories, publication of heritage stories, and active conservation/restoration of heritage features;~~

~~(xiv) definitions of terms used to identify and assess historic heritage places and alignment with relevant statutory definitions as far as practicable;~~

~~(xv) reporting requirements for historic heritage places during and after the completion of Construction Works and at the completion of projects works, including a plan for dissemination of reports resulting from these requirements; and~~

~~(xvi) measures for the interim stabilisation/conservation (where necessary), storage and curation of objects and artefacts (including taonga tūturu) and any other physical or documentary material that forms part of the wider historic heritage places archive.~~

~~(f) Any material changes made to the HHMP either prior to or during Construction Works shall be prepared by the nominated heritage specialist(s) and submitted to the Manager (in consultation with the Manager: Heritage Unit) for certification.~~

(c) **Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced completion.**

Advice Notes:

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.

	<p>1.—The Council acknowledges that the HHMP is intended to provide flexibility both for the Requiring Authority and the Council for the management of historic heritage places. Accordingly, the HHMP may need to be reviewed over time. Any reviews should be in accordance with the stated objectives of the HHMP and limited to the scope of this Designation.</p> <p>2.—The historic heritage places archive consists of the records and finds made during Construction Works, including written or drawn documentation, digital files, and artefacts and materials such as taonga tūturu.</p>
<p>24.</p>	<p>Accidental discovery during construction works and historic heritage documenting requirements (including post-construction)</p> <p>(a) —Prior to the start of Construction for a Stage of Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental historic heritage discoveries which occur during Construction Works. The protocol:</p> <ul style="list-style-type: none"> (i) —Shall be consistent with the Auckland Unitary Plan Accidental Discovery Rule (E11 Land disturbance regional — E11.6.1) or any amended version of this rule; (ii) —Shall be prepared in engagement with Mana Whenua and in consultation with Auckland Council and HNZPT and modified as necessary to reflect the site-specific project detail. The Requiring Authority shall undertake engagement and consultation for a period of not less than 30 days; and (iii) —Shall be implemented for the duration of Construction Works. <p>(b) —Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager (in consultation with the Manager: Heritage Unit) within 12 months of being produced.</p> <p>(c) —The nominated heritage specialist(s) shall record and log any heritage discovery and on-going compliance with the conditions of this Designation. This log shall be provided to the Manager: Compliance Monitoring (in consultation with the Manager: Heritage Unit) quarterly.</p> <p>(d) —In the event that any unrecorded historic heritage places are exposed as a result of the work, these shall be recorded and documented by a suitably qualified and experienced person for inclusion in the CHI or any subsequent heritage database. The information and documentation shall be forwarded to the Manager: Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) or other address nominated by the Manager: Heritage within twelve months of the works being completed on site.</p> <p>(e) —Within 12 months of Construction Works being completed, the nominated heritage specialist(s) shall prepare and submit a report to the Manager (in</p>

	<p>consultation with the Manager: Heritage Unit) which includes the log required by Condition 24(c) and certify that all Construction Works have been completed in accordance with the Conditions of this Designation.</p>
<p>25 24.</p>	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 2.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 2 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 2. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 11); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
<p>26 25.</p>	<p>Network Utility Management Plan</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 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.

	<p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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Operational Conditions

25 26.	<p>Low Noise Road Surface</p> <p>(a) <u>Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</u></p> <p>(b) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p style="padding-left: 20px;">(i) <u>The volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p style="padding-left: 20px;">(ii) <u>The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p style="padding-left: 20px;">(iii) <u>It is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p style="padding-left: 20px;">(iv) <u>It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>(c) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 26(b)(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.</u></p>
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Attachments

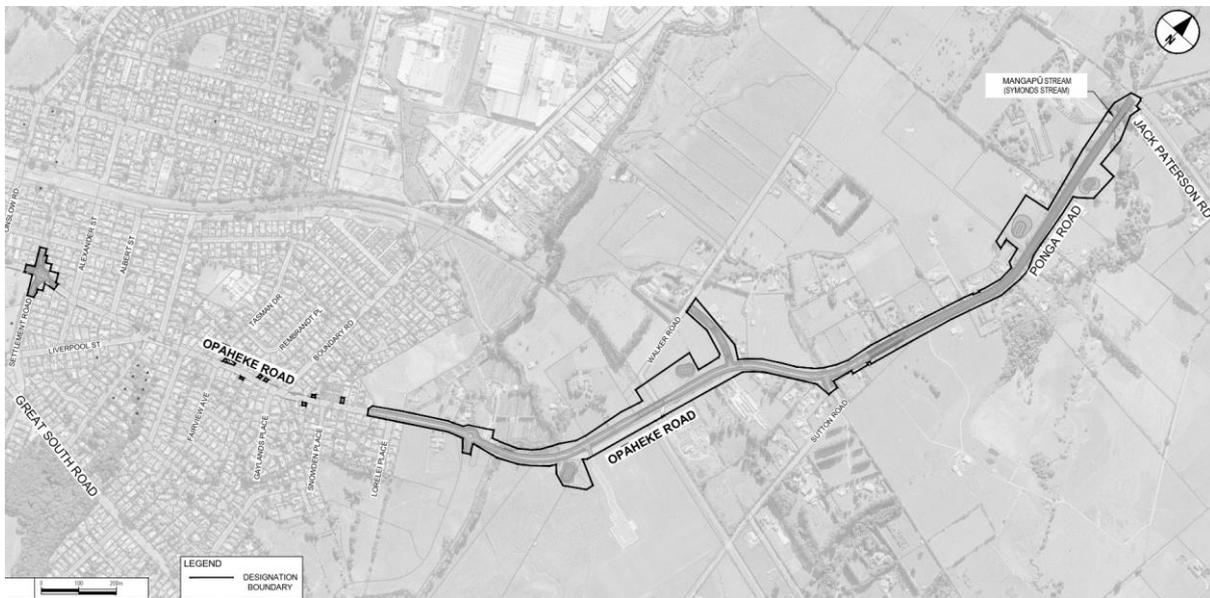
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury-Ōpāheke between Waihoehoe Road and Hunua Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new arterial transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Trees to be Included in the Tree Management Plan

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
128	Tree group	4	Taxodium distichum	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
129	Tree group	3	Taxodium distichum, Cryptomeria japonica	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
130	Tree group	4	Populus nigra	West of Hays Stream Bridge within riparian margin	Open space, Riparian
226	Tree group	4	Betula pendula, Knightia excelsa, Michelia figo, Schinus terebinthifolius	Within the Opaheke Road road corridor outside 2 Loralei Place (Lot 4 DP 83044)	Road
227	Single Tree	1	Fraxinus angustifolia subsp. oxycarpa 'Raywood'	Within the Opaheke Road road corridor outside 97 Opaheke Road (Lot 1 DP 83044)	Road

Tree Location Plan



Appendix D – Auckland Transport’s Modifications to NoR D5 conditions (clean)



18xx Ponga Road and Ōpāheke Road Upgrade

Designation Number	18XX
Requiring Authority	Auckland Transport
Location	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of an arterial transport corridor

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	An activity sensitive to noise is 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
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
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; or

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CPTED	Crime prevention through environmental design
CTMP	Construction Traffic Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
Habitable floor level that has existing flooding	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014

Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
MID	Maintenance in Design
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
NZTM	New Zealand Transverse Mercator [coordinates system]
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.
Pre-project development	Existing site condition prior to the project (including existing buildings and roadways).
Post-project development	Site condition after the project has been completed (including existing and new buildings and roadways).
Requiring Authority	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
SID	Safety in Design
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

<u>General Conditions</u>	
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; and (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 within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) 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>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p>

	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<u>Pre-construction Conditions</u>	
6.	<p>Outline Plan(s)</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; and (vii) Tree Management Plan.
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 25); (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;

	<ul style="list-style-type: none"> (iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why; (v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vi) once finalised, uploaded to the project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><i>Advice Note:</i> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p>8.</p>	<p>Cultural Advisory Report</p> <ul style="list-style-type: none"> (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project;

	<ul style="list-style-type: none"> (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan</p> <ul style="list-style-type: none"> (a) A ULDMMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the ULDMMP(s) is to: <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment. (c) The ULDMMP 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; (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. (d) To achieve the objective, the ULDMMP(s) 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.
<p>10.</p>	<ul style="list-style-type: none"> (a) The ULDMP(s) shall include: <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP in Condition 23; and

	<p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p>
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <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 with reference to the Tree Management Plan in Condition 24. 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; E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (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 (iii) detailed specifications relating to the following: <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; <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><u>Advice Note:</u></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to</i></p>

	<i>manage effects between the designation boundary and any proposed adjacent sites or lots.</i>
12.	<p>Flood Hazard</p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that the Mangapū Stream (Symonds Stream) generally located at NZTM 1775480, 5893662 and shown in Schedule 1 shall be crossed by a bridge.</p> <p>(b) 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 for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the 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>
13.	<p>Existing Property Access</p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<u>Construction Conditions</u>	

<p>14.</p>	<p>Construction Environmental Management Plan</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>15.</p>	<p>Stakeholder Communication and Engagement Management Plan</p> <p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.</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 throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;

	<ul style="list-style-type: none"> (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with; (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <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>
<p>16.</p>	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (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. (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>	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua. (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (c) 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;

	<ul style="list-style-type: none"> (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 any accidental discovery protocols under Condition 23. <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 and Experienced 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><u>Advice Note</u></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p>18.</p>	<p>Construction Traffic Management Plan</p> <ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on all road users; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;

- (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).

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 the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then 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 criteria

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

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

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

- (b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.

21. Construction Noise and Vibration Management Plan

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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:
- (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 as 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

	<p>activities, the period of construction activities, and management of noise and vibration complaints;</p> <ul style="list-style-type: none"> (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) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) 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 and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and (xiii) requirements for review and update of the CNVMP.
<p>22.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced 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 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. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:

	<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 in Condition 22(a) and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) 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 (vi) 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>
<p>23.</p>	<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; (v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters

	<p>including surveys, monitoring of Project Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</p> <ul style="list-style-type: none"> (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project. (vii) methods for the removal and storage of the stone marking of the World War II Ōpāheke East Camp during project works and identification of a suitable location to place it once project works are complete, in consultation with parties involved in the erection of the stone in its existing location; (viii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version; (ix) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (x) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and 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. (xi) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8). <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p>Advice Note:</p>
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	<i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i>
24.	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 2.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 2 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 2. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 11); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
25.	<p>Network Utility Management Plan</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 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. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p>

	<p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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Operational Conditions

26.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 26(b)(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>
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Attachments

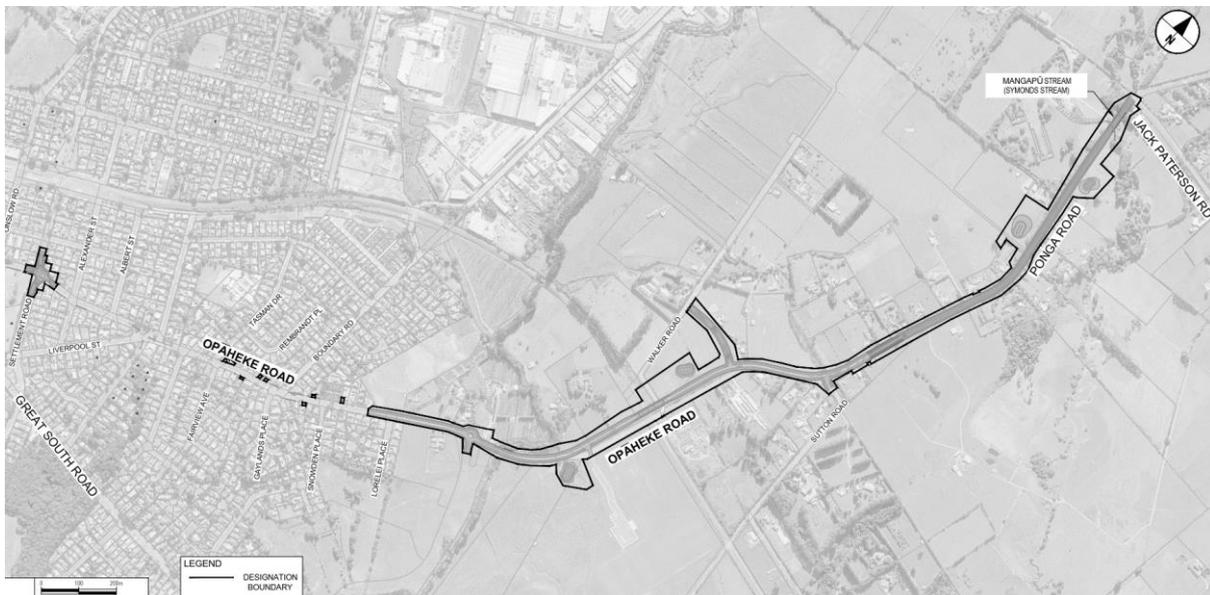
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury-Ōpāheke between Waihoehoe Road and Hunua Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new arterial transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Trees to be Included in the Tree Management Plan

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
128	Tree group	4	Taxodium distichum	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
129	Tree group	3	Taxodium distichum, Cryptomeria japonica	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
130	Tree group	4	Populus nigra	West of Hays Stream Bridge within riparian margin	Open space, Riparian
226	Tree group	4	Betula pendula, Knightia excelsa, Michelia figo, Schinus terebinthifolius	Within the Opaheke Road road corridor outside 2 Lorelei Place (Lot 4 DP 83044)	Road
227	Single Tree	1	Fraxinus angustifolia subsp. oxycarpa 'Raywood'	Within the Opaheke Road road corridor outside 97 Opaheke Road (Lot 1 DP 83044)	Road

Tree Location Plan

