

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

TO: Auckland Council

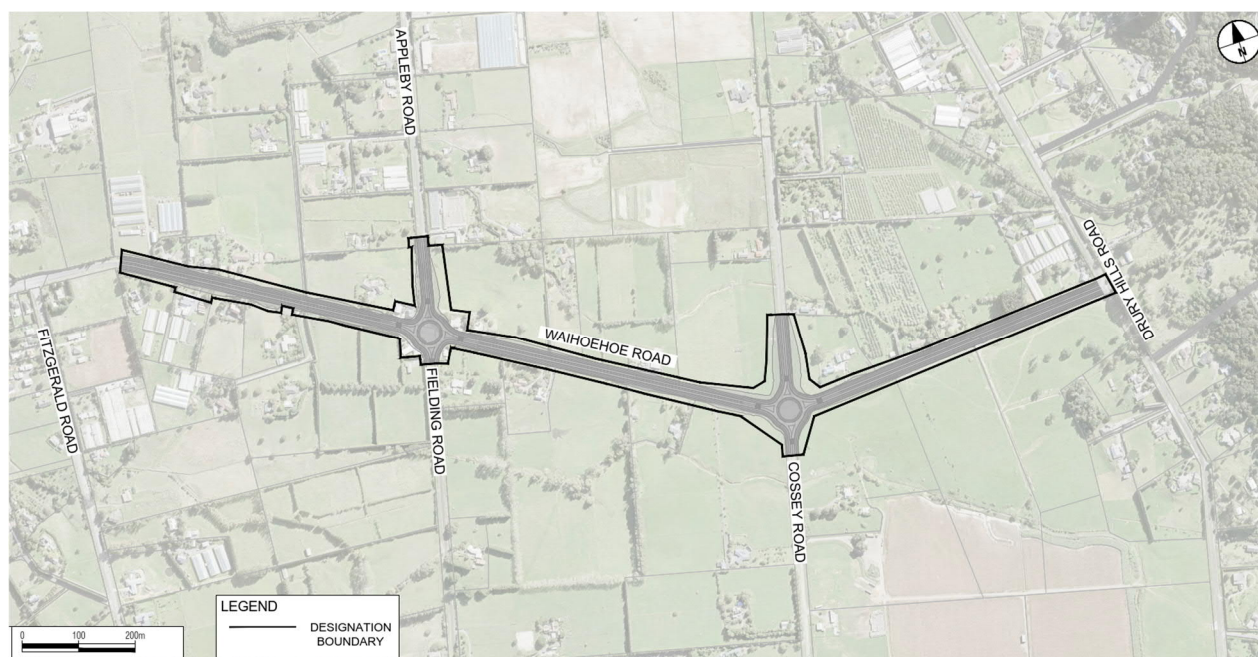
FROM: Auckland Transport

**Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NoR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an arterial transport corridor on Waihoehoe Road in Drury East between east of Fitzgerald Road and Drury Hills Road.**

### 1 SUMMARY

AT is proposing to construct four roading projects over the next 30 years. These four projects along with Waka Kotahi NZ Transport Agency's (Waka Kotahi) upgrade of State Highway 22 (referenced as NoR D1) form the Drury Arterial Network, under the Te Tupu Ngātahi Supporting Growth Programme.

This form is for NoR D3 which is for the construction, operation and maintenance of an upgrade to an arterial transport corridor and associated activities on Waihoehoe Road between east of Fitzgerald Road and Drury Hills Road. NoR D3 is located in Drury. The extent of the project, designation and boundary of NoR D3 is outlined below.





The purpose of the designation is for the construction, operation and maintenance of an arterial transport corridor. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structure and other activities required for the Project.

The Project objectives for NoR D3 are to:

1. Provide an arterial transport corridor that connects key destinations in Drury east and to support and integrate with urban growth in Drury
2. Provide an arterial transport corridor that is safe for all users
3. Contribute to mode shift by providing a choice of transport options including active transport.

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

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

The area of the proposed NoR D3 designation is shown on the Designation Plans included in **Attachment A** of this Notice. NoR D3 applies to an area of land of approximately 58,281 square metres (not including legal roads) located in Drury East between east of Fitzgerald Road and Drury Hills Road. The requirement applies to 33 land parcels (not including legal roads). The land directly affected by NoR D3 is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

## **3 THE NATURE OF THE PROPOSED WORKS IS:**

The proposed work is the construction, operation and maintenance of an arterial transport corridor and associated activities in Drury East along Waihoehoe Road between east of Fitzgerald Road and Drury Hills Road (hereafter referred to as “NoR D3”). The nature of the proposed work is described in Section 20: *Waihoehoe Road East Upgrade: Description of Project and Proposed Works* and Section 4.4: *Construction Methodology Approach* of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- a) Upgrading and widening Waihoehoe Road to provide 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.
- d) Construction activities, including vegetation removal, construction compounds, lay down areas, construction traffic management and the re-grade of driveways.

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

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

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

The AEE Report contains a description of the existing and likely future environment (Section 21), an assessment of the effects on the environment from the Project (Section 23), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 24).

### **Positive Effects**

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in Section 23 of the AEE. However, they are summarised as follows:

- The Project will provide the necessary transport infrastructure to support and integrate with the planned urban growth in Drury-Ōpāheke, unlocking development capacity.
- The Project will provide a safe, reliable transport corridor that enables sustainable travel choice, improves safety and significantly improves access to employment and social amenities.
- An improved streetscape will improve the experiential qualities of the corridor for users and private properties adjacent to the road corridor.
- Net increase in green infrastructure will result in improved visual amenity for road users and adjacent audiences.

### **Adverse Effects**

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

- Traffic and transportation (Section 23.2)
- Cultural values (Section 23.3)
- Historic heritage (Section 23.4)
- Landscape and visual (Section 23.5)
- Ecology (Section 23.6)
- Arboriculture (Section 23.7)
- Natural Hazards – Flooding (Section 23.8)
- Noise and Vibration (Section 23.9)
- Network Utilities (Section 23.10)
- Community (Section 23.11)
- Property, Land Use and Business (23.12)
- Urban Design (Section 23.13).

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



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

A wide range of alternatives have been investigated for addressing the future transport needs of the Drury-Ōpāheke growth area. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systematically narrowing the geographic area from potential corridors down to the indicative alignment. Section 2: *Background and Context* of the AEE Report identifies the background to the development of the Drury Arterial Network, which includes NoR D3, and outlines the previous programme phases.

The process by which AT considered alternative sites, routes and methods of NoR D3 is detailed in Appendix A of the AEE: *Assessment of Alternatives* Report. Development of NoR D3 was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

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

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 20.2: *Project Objectives* and Section 41: *Statutory Assessment of the AEE Report*.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is “to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. The Project will assist AT in meeting this objective.

The AT objectives for the Project are to:

1. Provide an arterial transport corridor that connects key destinations in Drury east and to support and integrate with urban growth in Drury
2. Provide an arterial transport corridor that is safe for all users
3. Contribute to mode shift by providing a choice of transport options including active transport.

The Project is reasonably necessary for achieving these objectives because it will:

- Assist in the efficient operation of the local transport network
- Improve connectivity for all users between key destinations in Drury east supporting the planned urban growth in Drury
- Provide for the safety of all users by providing sufficient space for intersection upgrades and separated active transport facilities
- Provide a choice of transport options through the provision of separated and protected active transport facilities, including signalised pedestrian / cycle crossing facilities.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

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

NoR D3 will require resource consents for a number of activities to enable the proposed works. The resource consents are not sought at this time as the date for construction is unknown and could be many years away. The resource consents will be sought when detailed design of the Project is complete and nearer to the proposed construction start date. The future resource consents likely to be required for NoR D3 are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
  - Bulk earthworks and associated discharge of sediment
  - Vegetation removal
  - Stormwater discharge to land or water
  - Discharge of contaminants to land
  - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
  - Water take, use and diversion.

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

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Mana Whenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 5: *Engagement* of the AEE Report.

## **10 EXTENDED LAPSE PERIOD PROPOSED:**

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of fifteen years for implementation of the proposed designation.



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

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

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

Signed on behalf of AT

A handwritten signature in black ink, which appears to read 'Jane Small', is positioned above the printed name.

Jane Small

Group Manager Property & Planning pursuant to authority delegated by Auckland Transport

Dated: 28 January 2021

**Attachment A** – Designation Plans

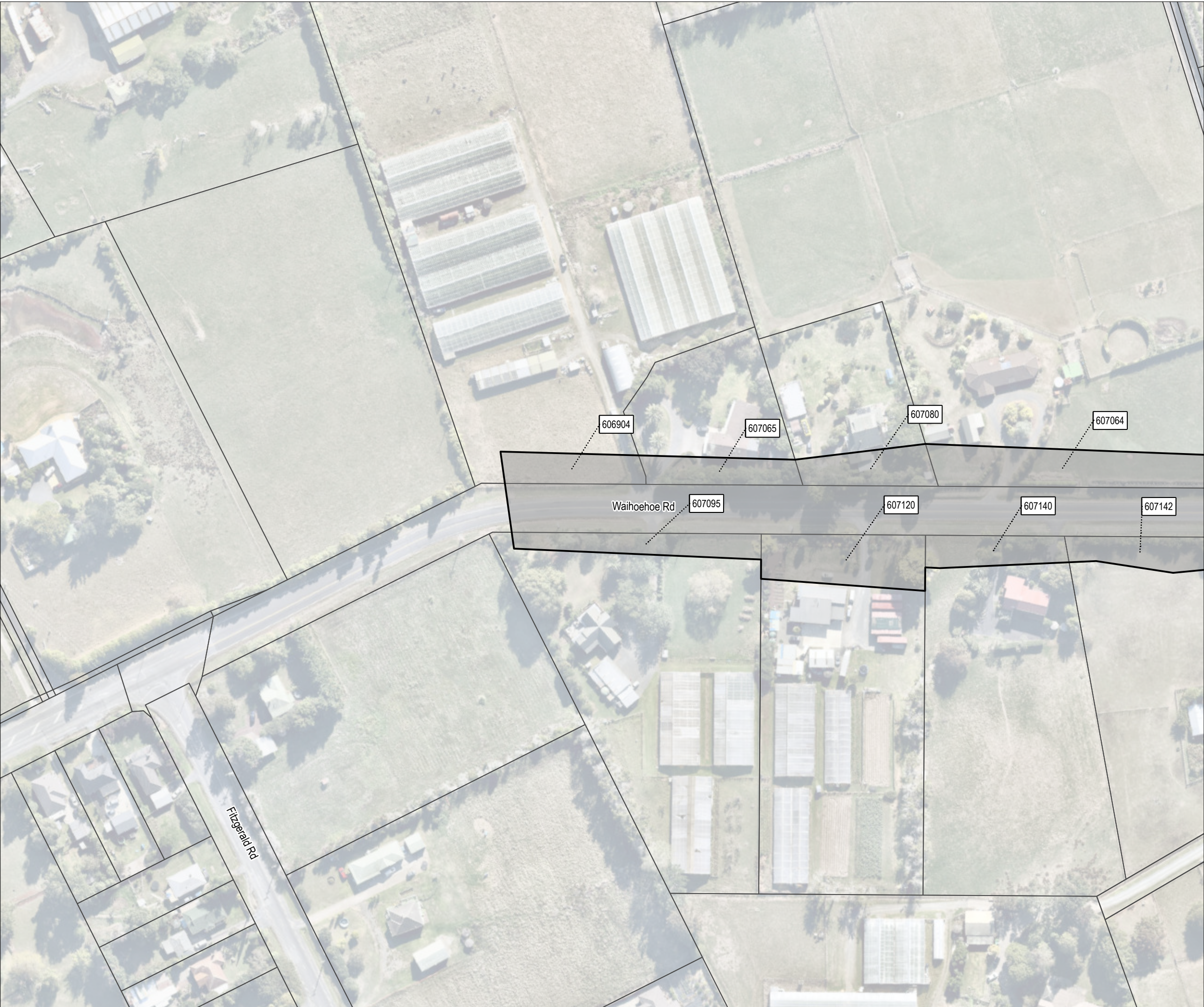
**Attachment B** – Schedule of Directly Affected Property

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



**Attachment A – Designation Plans**



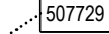


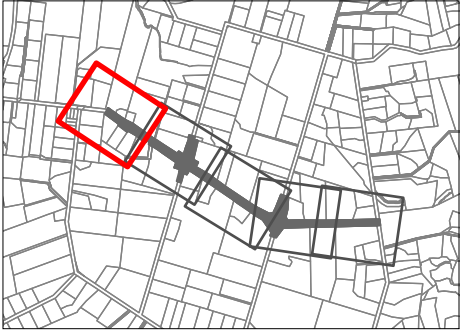


Designation Plan

Land to be Designated  
Waihoehoe Road East Upgrade

Legend

-  Proposed Designation
-  Parcel Boundaries
-  507729 Property ID



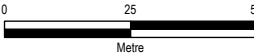
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Revision	Author	Verified	Approved	Date
1	BAP	KH	HH	15/10/2020



Client:  
**Auckland Transport / Waka Kotahi**

Discipline:  
**GIS**

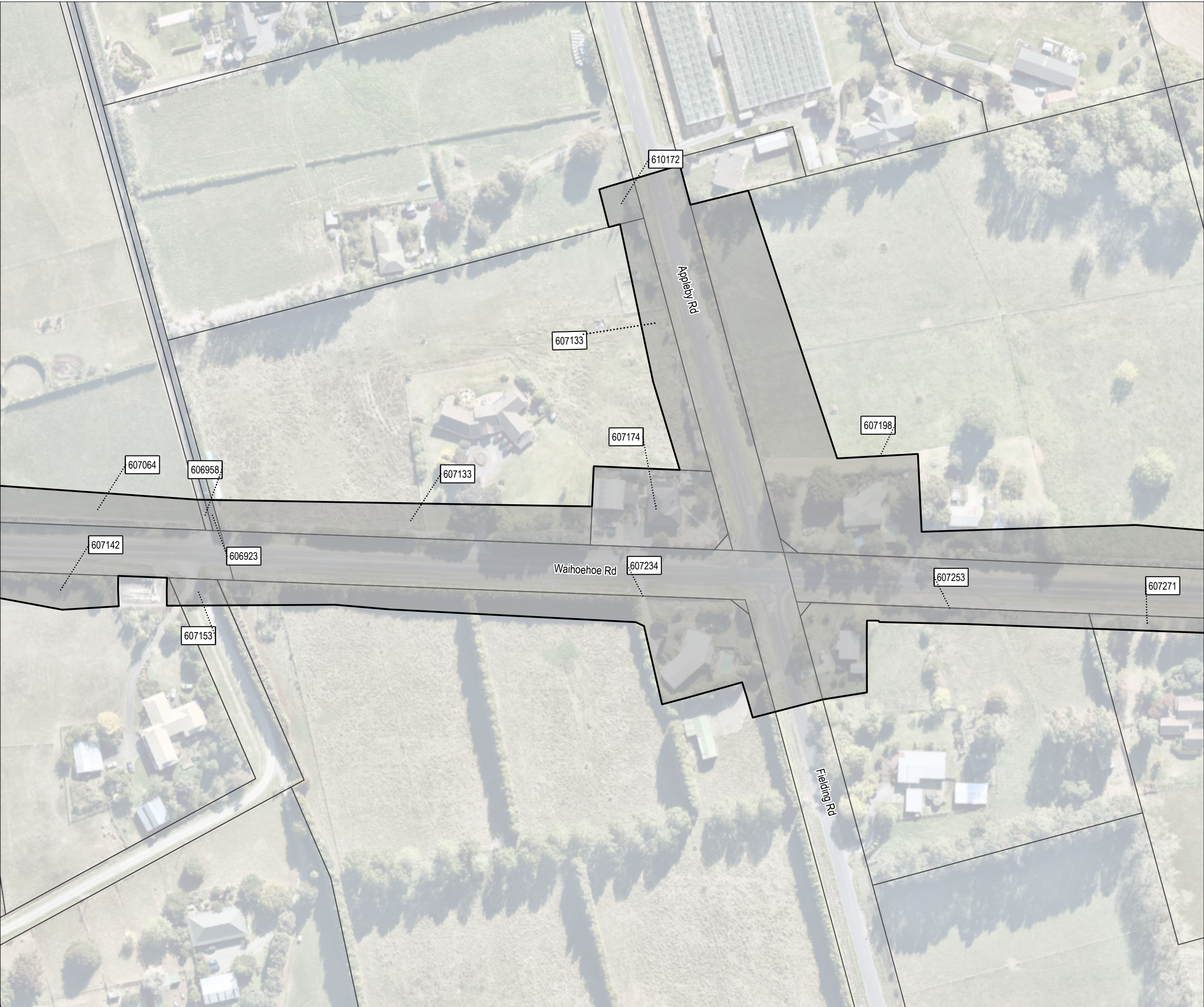
Project:  
**Drury Arterial Network**

Drawing No:  
**SGA-PA-008**  
Sheet No : 1 of 5





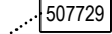
New Zealand Government

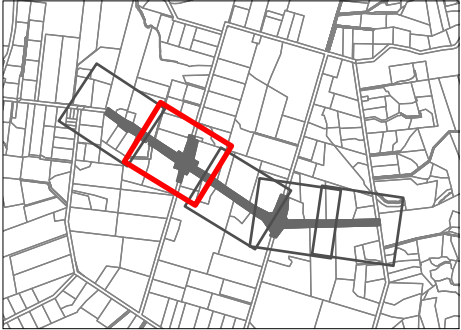




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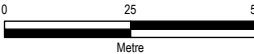


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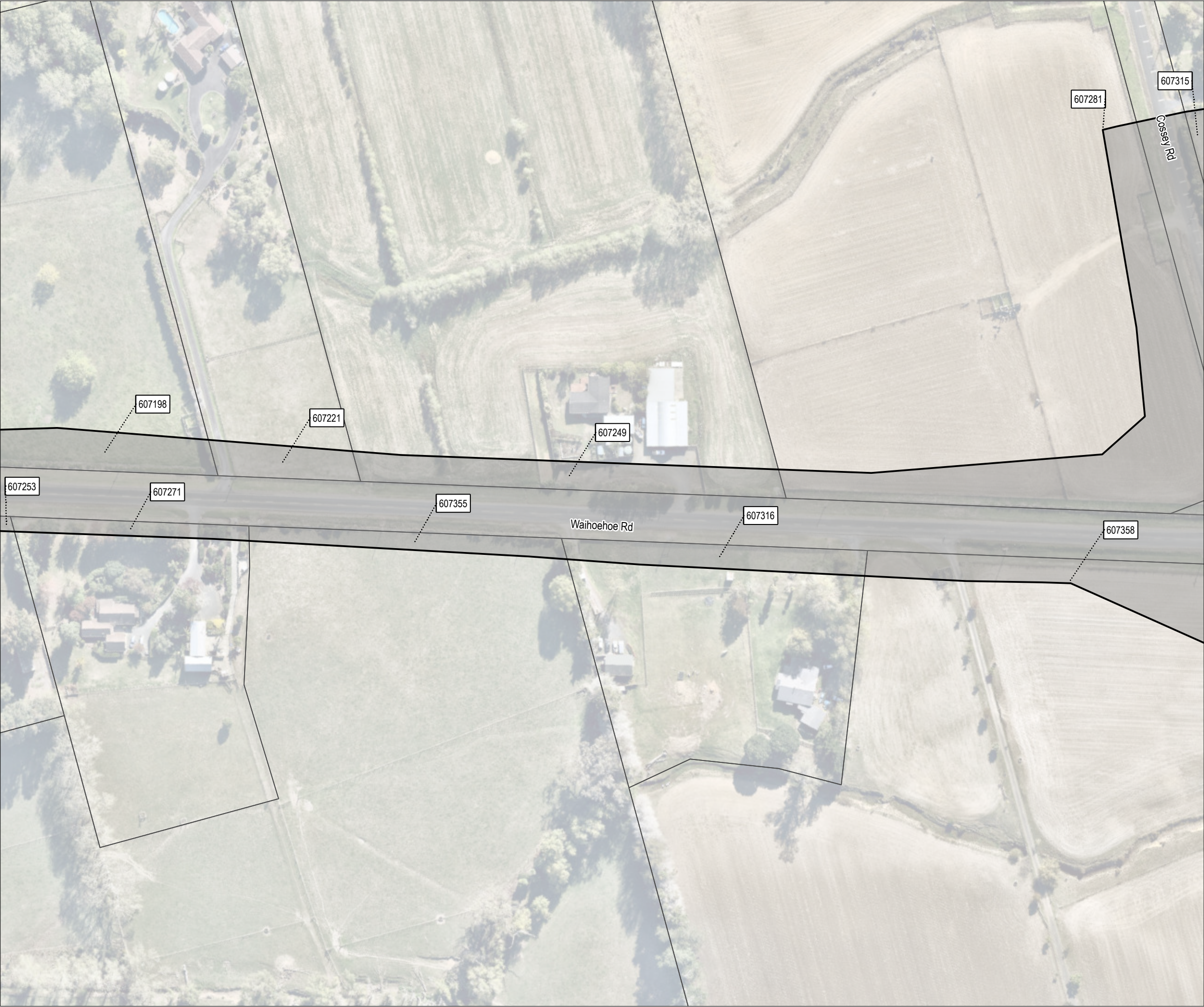
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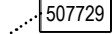


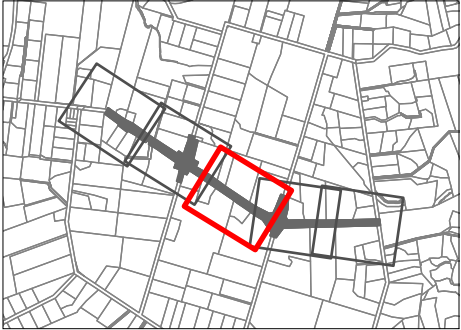




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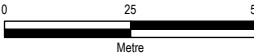
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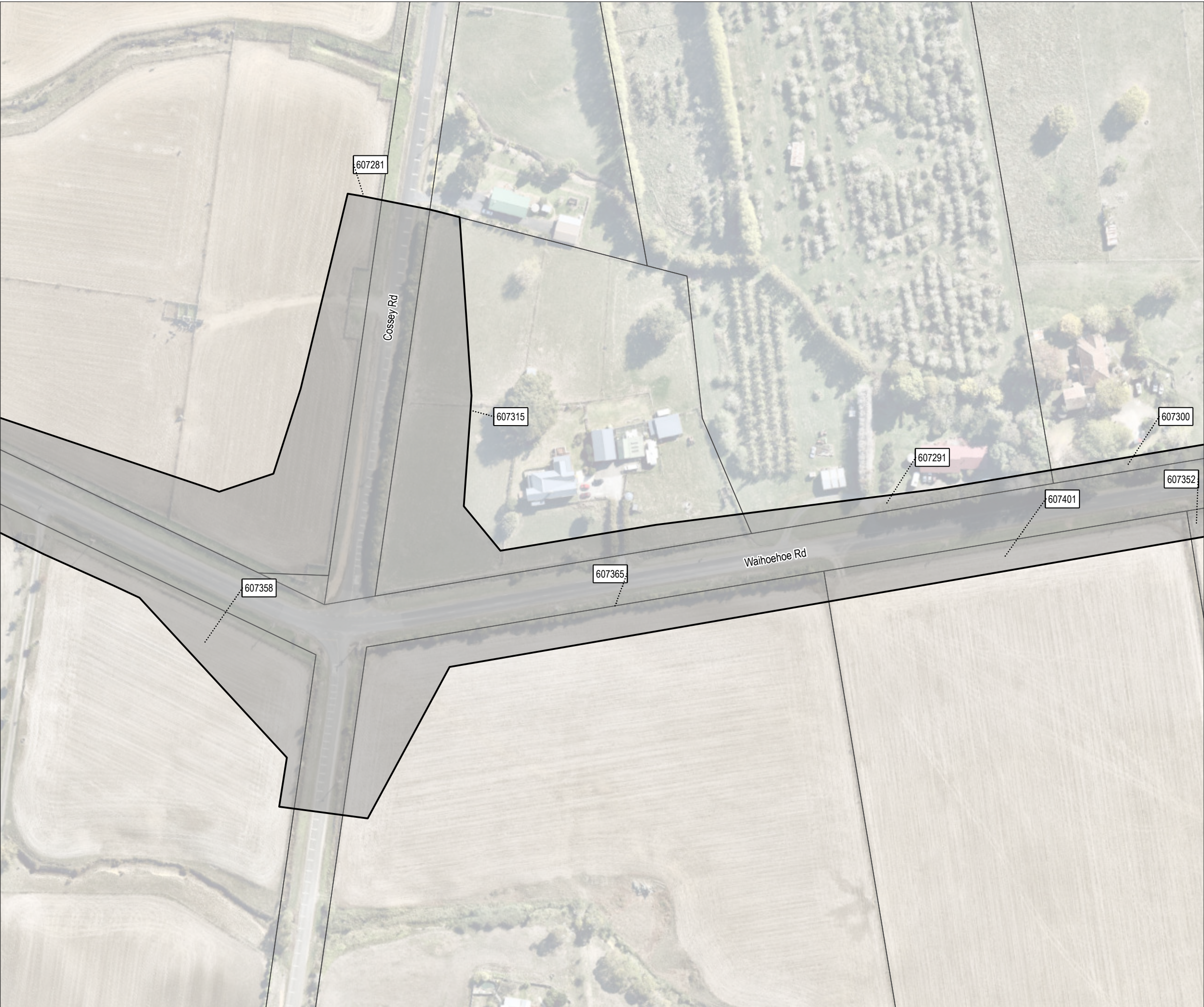
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Sheet No : 3 of 5



New Zealand Government



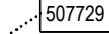


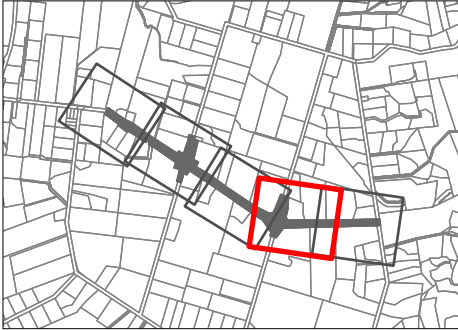


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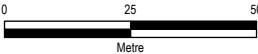
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Discipline:  
GIS

Project:  
Drury Arterial Network

Drawing No:  
SGA-PA-008  
Sheet No : 4 of 5



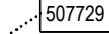


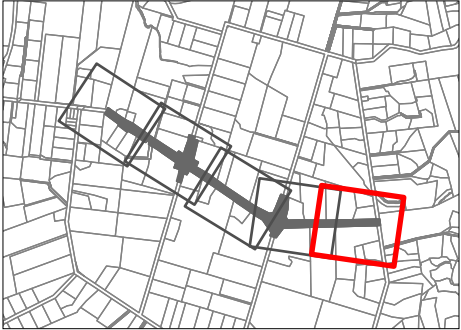


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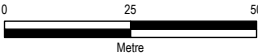
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Drawing No:  
**SGA-PA-008**  
Sheet No : 5 of 5



New Zealand Government





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

Property ID	Address	Title Number	Legal Description	Approx. land to be designated (m2)	Sheet No
606904	160 Waihoehoe Road, Drury, Auckland 2113,	NA137B/359	Lot 2 DP 209359	719	1
606923	224 Waihoehoe Road, Drury, Auckland 2113	NA136D/514	Lot 2 DP 208598	39	2
606958	216 Waihoehoe Road, Drury, Auckland 2113,	NA72C/39	Lot 1 DP 124146	39	2
607064	196 Waihoehoe Road, Drury, Auckland 2113,	NA67D/38	Lot 2 DP 117694	2300	1, 2
607065	168 Waihoehoe Road, Drury, Auckland 2113	NA137B/358	Lot 1 DP 209359	718	1
607080	188 Waihoehoe Road, Drury, Auckland 2113	NA67D/37	Lot 1 DP 117694	778	1
607095	171 Waihoehoe Road, Drury, Auckland 2113	NA57A/525	Lot 1 DP 103511	879	1
607120	185 Waihoehoe Road, Drury, Auckland 2113	NA56D/214	Lot 2 DP 102933	1397	1
607133	10 Appleby Road, Drury, Auckland 2577,	NA42A/624	Part Lot 11 DP 119	3501	2
607140	201 Waihoehoe Road, Drury, Auckland 2113	NA59A/70	Lot 3 DP 105579	714	1
607142	211 Waihoehoe Road, Drury, Auckland 2113,	NA59C/38	Lot 4 DP 106617	870	1, 2
607153	251 Waihoehoe Road, Drury, Auckland 2113,	NA71A/902	Lot 9 DP 122231	217	2
607153	215 Waihoehoe Road, Drury, Auckland 2113,	NA71A/903	Lot 9 DP 122231	217	2
607153	233 Waihoehoe Road Drury Auckland 2113	NA82D/96	Lot 9 DP 122231	217	2
607174	2 Appleby Road, Drury, Auckland 2577	NA42A/623	Lot 1 DP 53919	1704	2
607198	272 Waihoehoe Road, Drury, Auckland 2113	NA49D/759	Lot 1 DP 93305	7785	2, 3
607221	304 Waihoehoe Road, Drury, Auckland 2113	NA72D/463	Lot 1 DP 124782	789	3
607234	251 Waihoehoe Road, Drury, Auckland 2113,	NA71A/902	Part Lot 5 DP 122231	3528	2
607249	336 Waihoehoe Road, Drury, Auckland 2113,	NA72D/464	Lot 2 DP 124782	2042	3
607253	26 Fielding Road, Drury, Auckland 2577,	NA23C/720	Lot 1 DP 68163	1475	2
607271	297 Waihoehoe Road, Drury, Auckland 2113	NA128B/8	Lot 1 DP 199719	588	3
607281	228 Cossey Road, Drury, Auckland 2577,	NA73B/613	Lot 2 DP 125763	6391	3, 4
607291	432 Waihoehoe Road, Drury, Auckland 2113	NA88C/885	Part Lot 4 DP 79345	821	4
607300	460 Waihoehoe Road, Drury, Auckland 2113,	NA52B/992	Part Lot 5 DP 79345	880	5
607315	412 Waihoehoe Road, Drury, Auckland 2113,	NA24C/450	Lot 1 DP 67193	5308	4
607316	319 Waihoehoe Road, Drury, Auckland 2113	NA92C/448	Lot 1 DP 154964	1206	3
607320	496 Waihoehoe Road, Drury, Auckland 2113,	NA53D/975	Lot 1 DP 99018	812	5
607352	Cossey Road, Drury, Auckland 2577,	NA115C/408	Lot 6 DP 185120	2695	5
607355	108 Fielding Road, Drury, Auckland 2577	NA135C/44	Lot 2 DP 207189	932	3
607358	383 Waihoehoe Road, Drury, Auckland 2113,	NA92C/449	Lot 2 DP 154964	3202	3, 4
607365	45 Cossey Road, Drury, Auckland 2577,	695904	Lot 1 DP 487007	3867	4
607401	Cossey Road, Drury, Auckland 2577,	NA56B/858	Lot 53 DP 119	1841	4
610172	34 Appleby Road, Drury, Auckland 2577	NA42A/625	Lot 12 DP 119	244	2





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

## **Abbreviations and Definitions**

<b>Acronym/Term</b>	<b>Definition</b>
<b>AUP</b>	Auckland Unitary Plan
<b>ARI</b>	Annual Recurrence Interval
<b>Average increase in flood hazard</b>	Flow depth times velocity.
<b>BPO or Best Practicable Option</b>	Has the same meaning as in section 2 of the RMA 1991.
<b>CEMP</b>	Construction Environmental Management Plan
<b>Certification of material changes to management plans</b>	<p>Confirmation from the Manager that a plan or material change to a plan has been prepared in accordance with the condition to which it relates.</p> <p>A management plan shall be deemed certified:</p> <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that a management plan is certified; or</li> <li>(b) five working days from the submission of a management plan where no written confirmation of certification has been received.</li> </ul> <p>A material change to a management plan shall be deemed certified:</p> <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</li> </ul>
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>CNVMP Schedule or Schedule</b>	A schedule to the CNVMP
<b>Completion of Construction</b>	When construction of the project (or part of the project) is complete and it is available for use.
<b>Construction Works</b>	Activities undertaken to construct the project excluding Enabling Works.
<b>Council</b>	Auckland Council
<b>CPTED</b>	Crime prevention through environmental design
<b>CTMP</b>	Construction Traffic Management Plan
<b>Enabling works</b>	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> </ul>

Acronym/Term	Definition
	<ul style="list-style-type: none"> <li>archaeological site investigations;</li> <li>formation of access for geotechnical investigations;</li> <li>establishment of site yards, site entrances and fencing;</li> <li>constructing and sealing site access roads;</li> <li>demolition or removal of buildings and structures;</li> <li>relocation of services; and</li> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
<b>Flood prone area</b>	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
<b>Habitable floor</b>	Any room (floor) in an authorised building used for residential living activity, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
<b>Habitable floor level that has existing flooding</b>	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
<b>HAMP</b>	Heritage and Archaeology Management Plan
<b>HNZPT</b>	Heritage New Zealand Pouhere Taonga
<b>HNZPTA</b>	Heritage New Zealand Pouhere Taonga Act 2014
<b>Manager</b>	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
<b>Maximum Probable Development</b>	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.
<b>MID</b>	Maintenance in Design
<b>Network Utility Operator</b>	Has the same meaning as set out in section 166 of the RMA.
<b>NOR</b>	Notice of Requirement
<b>NUMP</b>	Network Utilities Management Plan
<b>NZAA</b>	New Zealand Archaeological Association
<b>Outline Plan</b>	An outline plan prepared in accordance with section 176A of the RMA.
<b>Project Liaison Person</b>	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.
<b>Pre-project development</b>	Existing site condition prior to the project (including existing buildings and roadways).



Acronym/Term	Definition
<b>Post-project development</b>	Site condition after the project has been completed (including existing and new buildings and roadways).
<b>Protected Premises and Facilities (PPF)</b>	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
<b>Requiring Authority</b>	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
<b>RMA</b>	Resource Management Act (1991)
<b>SCMP</b>	Stakeholder Communication Management Plan
<b>SID</b>	Safety in Design
<b>Stage of Work</b>	Any physical works that require the development of an Outline Plan.
<b>Start of Construction</b>	The time when Construction Works (excluding Enabling Works) start.
<b>Suitably Qualified and Experienced Person</b>	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
<b>ULDMP</b>	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. 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; and
  - (iii) contact details for enquiries.
- (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) As soon as practicable following Completion of Construction the Requiring Authority shall:
  - (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. Lapse**

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. Network Utility Operators (Section 176 Approval)**

- (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:
  - (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.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

## **Pre-construction Conditions**

### **6. Outline Plan(s)**

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (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.
- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
  - (i) Network Utilities Management Plan;
  - (ii) Construction Noise and Vibration Management Plan;
  - (iii) Urban and Landscape Design Management Plan; and
  - (iv) Heritage and Archaeology Management Plan.

### **7. Management Plans**

- (a) Any management plan shall:
  - (i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 23);
  - (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:
    - 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 SCMPs, CEMPs, CTMPs and CNVMP Schedules; and
  - (vi) once finalised, uploaded to the project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 7(a) may:
  - (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.
- (c) Any material changes to the SCMPs, CEMPs or CTMPs are to be submitted to the Council for information.

### **8. Cultural Advisory Report**

- (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:
  - (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 Heritage and Archaeological Management Plan, and the Cultural Monitoring Plan referred to in Condition 16; and
  - (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (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.
- (d) Conditions 8(b) and 8(c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
  - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

## **9. Urban and Landscape Design Management Plan (ULDMP)**

- (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:
- (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and
  - (ii) ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
- (c) To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (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), landscape character and open space zones;
  - (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, 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:
    - 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.** (a) The ULDMP(s) shall include:
- (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:
    - A. road design – elements such as earthworks contouring including cut and fill batters, 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 walls;
  - 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. protected heritage items with reference to the HAMP in Condition 22; and
  - I. re-instatement of construction and site compound areas, driveways, accessways and fences.
11. (a) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
    - 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. 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 and a two year maintenance plan relating to the following:
    - 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.
- (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.
12. **Flood Hazard**
- (a) The project shall be designed to achieve the following flood risk outcomes:
- (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.

- (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work.

### **Construction Conditions**

#### **13. Construction Environmental Management Plan (CEMP)**

- (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) the proposed site layouts (including construction yards), 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.
- (c) Any CEMP prepared for a Stage of Work shall be submitted to Council for information at least ten working days before the Start of Construction for a Stage of Work.

#### **14. Stakeholder and Communication Management Plan (SCMP)**

- (a) A SCMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. To achieve the objective, the SCMP 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);
  - (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, businesses and persons who will be communicated with;
  - (v) methods to communicate the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; and
  - (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.
- (c) Any SCMP 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.

#### **15. Complaints Register**

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
  - (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.

#### **16. Cultural Monitoring Plan**

- (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:
  - (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 22.
- (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.

## 17. Construction Traffic Management Plan (CTMP)

- (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 traffic;
  - (ii) measures to ensure the safety of all transport users;
  - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
  - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
  - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
  - (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
  - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
  - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).
- (c) Any CTMP 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.

## 18. 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 18.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>
<b>Occupied activity sensitive to noise</b>			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB



Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in the Table 18.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 21 shall apply.

## 19. 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 19.1 CNV2 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	

(b) Where compliance with the vibration standards set out in Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 20(c)(x), then the methodology in Condition 21 shall apply.

## 20. Construction Noise and Vibration Management Plan (CNVMP)

- (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 18 and 19 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2

of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:

- (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) management and mitigation options, and identification of the Best Practicable Option;
- (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 18) and/or vibration standards (Condition 19 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 18) and/or vibration standards (Condition 19 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 17(c)(x);
- (xii) procedures for:
  - A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 19; and
  - B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 19, 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.

## 21. Schedule to a CNVMP

- (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:
  - (i) construction noise is either predicted or measured to exceed the noise standards in Condition 18, except where the exceedance of the  $L_{Aeq}$  criteria is no greater than 5 decibels and does not exceed:
    - A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or
    - B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;
  - (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 19.
- (b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
  - (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 21(a);
  - (iv) the proposed mitigation;
  - (v) the proposed communications with neighbours; and
  - (vi) location, times and types of monitoring.

- (c) The Schedule shall be submitted to the Manager Council 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.

## **22. Heritage and Archaeology Management Plan (HAMP)**

- (a) A HAMP 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 HAMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HAMP shall identify:
  - (i) methods for the identification and assessment of potential built heritage and archaeological sites within the Designation to inform detailed design;
  - (ii) known heritage places and archaeological sites 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;
  - (iii) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
  - (iv) roles, responsibilities and contact details of project personnel, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of project works, compliance with AUP accidental discovery rule, and monitoring of conditions;
  - (v) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project;
  - (vi) the proposed methodology for investigating and recording post-1900 heritage sites (including buildings) that need to be 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 guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures (4 July 2014), or any subsequent version;
  - (vii) 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;
  - (viii) methods for protecting or minimising adverse effects on heritage and archaeological sites within the Designation during project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); and
  - (ix) training requirements and inductions for contractors and subcontractors on heritage and archaeological sites within the Designation, and legal obligations relating to accidental discoveries. 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).

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

## **23. Network Utility Management Plan (NUMP)**

- (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:
  - (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; and AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines.
- (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.
- (e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

## **Operational Conditions**

### **24. Traffic Noise**

For the purposes of Conditions 25 to 38:

- (a) Building-Modification Mitigation – has the same meaning as in NZS 6806;
- (b) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;
- (c) Habitable Space – has the same meaning as in NZS 6806;
- (d) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2: Identified PPFs Noise Criteria Categories;
- (e) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
- (f) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);
- (g) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
- (h) P40 – means Waka Kotahi NZTA P40:2014 Specification for noise mitigation;
- (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;
- (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and
- (k) Structural Mitigation – has the same meaning as in NZS 6806.

- 25.** The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 24 to 38.

The Noise Criteria Categories do not need to be complied with at a PPF where:

- (a) the PPF no longer exists; or
- (b) agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.

Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the project.

- 26.** As part of the detailed design of the project, a Suitably Qualified and Experienced Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories.

27. Prior to construction of the project, a Suitably Qualified and Experienced Person shall develop the Detailed Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
28. If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified and Experienced Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
29. Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with Chapter 7 of P40 shall be provided to the Manager for information.

The purpose of the Noise Mitigation Plan is to confirm that the Detailed Mitigation Options meet the requirements of Conditions 25 to 38. 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.
30. The Detailed Mitigation Options shall be implemented prior to completion of construction of the project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.
31. Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB  $L_{Aeq(24h)}$  inside Habitable Spaces ('Category C Buildings').
32. Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified and Experienced Person to visit the building and assess the noise reduction performance of the existing building envelope.
33. For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32 above if:
  - (a) the Requiring Authority's Suitably Qualified and Experienced Person has visited the building and assessed the noise reduction performance of the building envelope; or
  - (b) the building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
  - (c) the building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 32 above (including where the owner did not respond within that period); or
  - (d) the building owner cannot, after reasonable enquiry, be found prior to completion of construction of the project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
34. Subject to Condition 33 above, within six months of the assessment undertaken in accordance with Conditions 32 and 33, the Requiring Authority shall write to the owner of each Category C Building advising:
  - (a) if Building-Modification Mitigation is required to achieve 40 dB  $L_{Aeq(24h)}$  inside habitable spaces; and
  - (b) the options available for Building-Modification Mitigation to the building, if required; and

- (c) that the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
- 35.** Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
- 36.** Subject to Condition 33, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 if:
- (a) the Requiring Authority has completed Building Modification Mitigation to the building; or
  - (b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
  - (c) the building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 33 (including where the owner did not respond within that period); or
  - (d) the building owner cannot, after reasonable enquiry, be found prior to completion of construction of the project.
- 37.** Within twelve months of completion of construction of the project, a post-construction review report written in accordance with Chapter 8 of P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.
- 38.** The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.



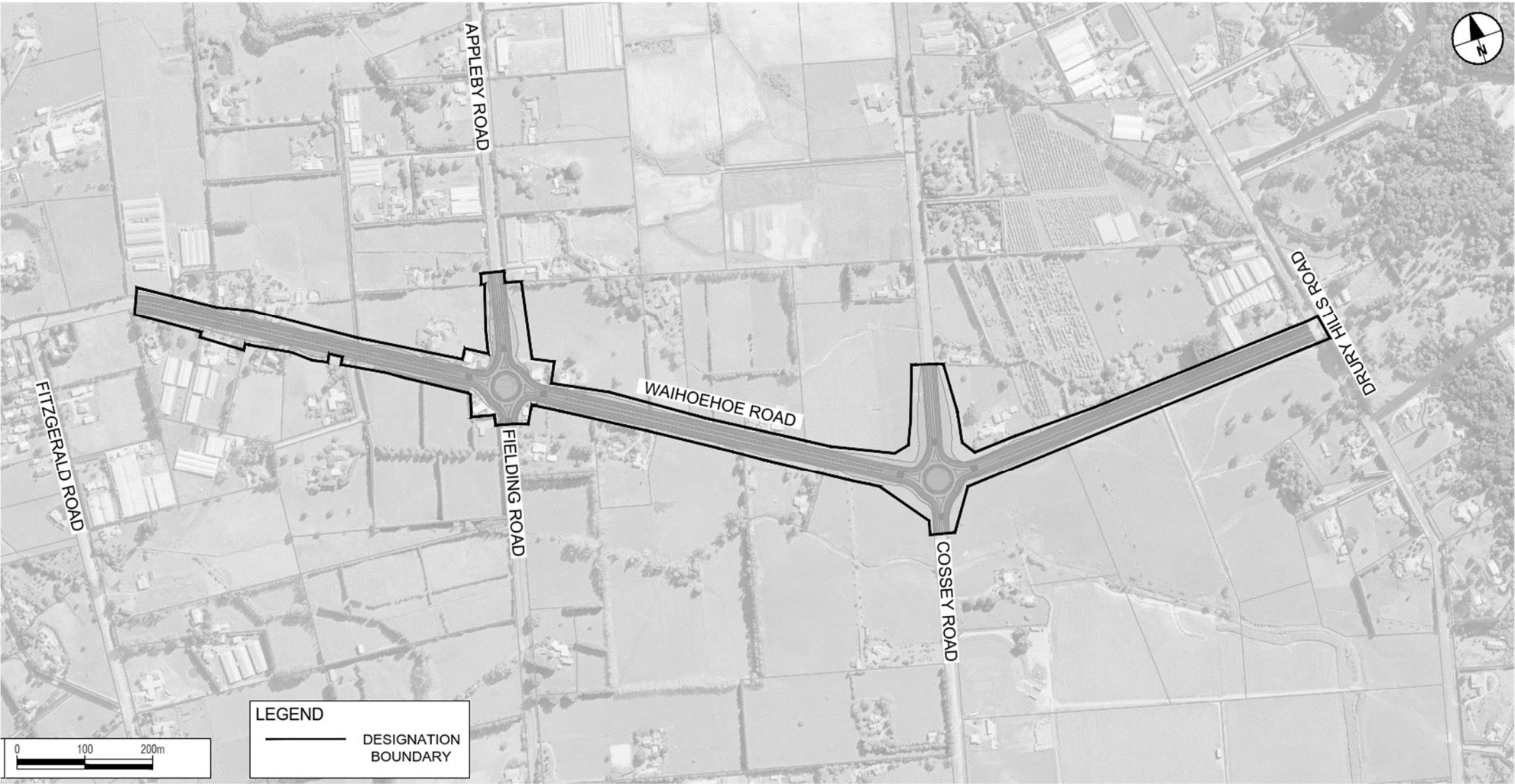
## **Schedule 1: General Accordance Plans and Information**

### **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



## Schedule 2: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
10 Appleby Road	Altered	A
31 Appleby Road	Altered	A
34 Appleby Road	Altered	A
37 Appleby Road	Altered	A
49 Appleby Road	Altered	A
54 Appleby Road	Altered	A
64 Appleby Road	Altered	A
65 Appleby Road	Altered	A
45 Cossey Road	Altered	A
221 Cossey Road	Altered	A
244 Cossey Road	Altered	A
249 Cossey Road	Altered	A
340 Drury Hills Road	Altered	A
26 Fielding Road	Altered	A
1 Fitzgerald Road	Altered	A
3 Fitzgerald Road	Altered	A
5 Fitzgerald Road	Altered	A
6 Fitzgerald Road	Altered	A
28 Fitzgerald Road	Altered	A
115 Waihoehoe Road	Altered	A
136 Waihoehoe Road	Altered	A
168 Waihoehoe Road	Altered	B
171 Waihoehoe Road	Altered	A
185 Waihoehoe Road	Altered	A
196 Waihoehoe Road	Altered	A
201 Waihoehoe Road	Altered	A
211 Waihoehoe Road	Altered	A
233 Waihoehoe Road	Altered	A
251 Waihoehoe Road	Altered	A
297 Waihoehoe Road	Altered	A
304 Waihoehoe Road	Altered	A
319 Waihoehoe Road	Altered	A
336 Waihoehoe Road	Altered	A
412 Waihoehoe Road	Altered	A
432 Waihoehoe Road	Altered	A
460 Waihoehoe Road	Altered	A



## PPF Location Plans





