

TO Peter Vari, Acting Manager Planning – Regional, North, West & Islands

FROM Alison Pye, Senior Policy Planner – Regional, North, West & Islands

DATE 5 May 2025

SUBJECT **Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)**

I request an update to the AUP as outlined below

Reason for update	Designation confirmed
Chapter(s)	Chapter K Designations New Zealand Transport Agency AUP GIS Viewer
Designation only	
Designation # 6782	New Milldale Station and Associated Facilities New Zealand Transport Agency
Locations:	Milldale
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.
Purpose	To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure.
Changes to text (shown in underline and strikethrough)	New designation text in New Zealand Transport Agency schedule and designation. Refer to Attachment B & C.
Changes to diagrams	N/A
Changes to spatial data	Update the GIS Viewer as set out below: - Modification Layer (to be removed) Modification Notice of Requirements, NoR 2 – Rapid Transit Station (Waka Kotahi), Designations, View PDF, Decision, 23/01/2025 - Designation Layer (to be added) same boundary extent as above Designations <u>Designations: Designation 6782 – New Milldale Station and Associated Facilities – New Zealand Transport Agency</u> Refer to Attachment D.

Attachments	Attachment A – s172 Supporting Growth North Decision (NZTA) – this designation relates to North NoR 2 Attachment B – Updated NZTA Schedule and new Designation 6782 New Milldale Station and Associated Facilities (Strikethrough/Underline) Attachment C – Updated NZTA schedule and new Designation 6782 New Milldale Station and Associated Facilities (Clean Text) Attachment D – Updated AUP(OIP) GIS Viewer
Maps prepared by: Aching Konyak Senior Geospatial Specialist	Text Entered by: Sophia Coulter Planning Technician
Signature: 	Signature: 
prepared by: Alison Pye Senior Policy Planner	Reviewed by: Peter Vari Team Leader
Signature: 	Signature: 
Authorised by: Pete Vari Acting Manager Planning – Regional North, West & Islands Signature: 	

Attachment A – s172 Decision Letter
(NZTA)

11 December 2024

Alison Pye
Senior Policy Planner
Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Dear Alison,

**NOTICE OF DECISION OF NZ TRANSPORT AGENCY WAKA KOTAHI UNDER SECTION 172 OF THE
RESOURCE MANAGEMENT ACT 1991**

Thank you for the recommendations received on 8 November 2024 from the Auckland Council Independent Hearing Commissioners in relation to the four New Zealand Transport Agency (**NZTA**) Notices of Requirement (**NoRs**) that comprise the North Projects:

- NoR 1 – New Rapid Transport Corridor (RTC) between Albany and Milldale
- NoR 2 – New Milldale Station and Associated Facilities
- NoR 3 – New Pine Valley East Station and Associated Facilities
- NoR 4 – SH1 Improvements

The Commissioners' recommendation was that the NoRs should be **confirmed** subject to conditions.

Pursuant to section 172 of the Resource Management Act 1991, NZTA **accepts** the Commissioners' recommendation that the NoRs should be confirmed and **accepts in part** and **rejects in part** the Commissioners' recommendations on conditions of the NoRs.

Table 1 below sets out:

- The Commissioners' recommended conditions which are rejected or partially accepted, along with the reasons for NZTA's decision; and
- Other modifications that NZTA has made to the conditions for consistency, clarity and ease of implementation.

Only those recommended conditions that NZTA has modified are outlined in the table below (shown in **bold strikethrough** for deletions and **bold underline** for additions).

A schedule of amendments that have been made to the proposed designation boundaries since lodgement is contained in the Closing Legal Submissions.¹ A subsequent Memorandum of Counsel² confirmed a

¹ Closing legal submissions of Requiring Authority, dated 9 August 2024, at Appendix E.

² Response to Direction #7 & 8 of the Panel, dated 7 October 2024.

boundary adjustment for NoR 4 - SH1 improvements, whereby part of the proposed designation was removed from the North Shore Vintage and Classic Car Club site at 40 Masons Road, Albany. An updated schedule of modifications to the proposed designation boundaries for NoRs 1-4, including the modification at 40 Masons Road, is attached as **Appendix A**. NZTA confirms all of those modifications as part of this decision. Updated GIS files will be provided to Council by separate email.

Complete clean sets of designation conditions as a result of the NZTA decision are attached to this letter as **Appendices B - H**. The clean set of conditions includes the changes set out in the table below, formatting changes (including rearranging order of conditions), and minor non-substantive formatting and grammatical changes (such as capitalisations) which have not been tracked in the table below.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Sarah Ho'.

Sarah Ho
Principal Planner - Environmental Planning
Pursuant to authority delegated by New Zealand Transport Agency Waka Kotahi

Table 1 - Modifications made by NZTA to conditions recommended by the Hearing Commissioners for NoRs 1 - 4

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	Project Information	... b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: ... (v) a subscription service to enable receipt of project updates by email (including provision for subscribers to select the designation(s) of interest); (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) <u>how/where to access noise modelling contours to inform development adjacent to the designation.</u> ...	Reject amendment regarding subscribers The Panel recommended inserting additional text to require the subscription service to allow subscribers to select the designation(s) of interest. NZTA rejects this recommendation on the basis that it is an administrative matter that is not appropriate condition content. Reject deletion of noise modelling contours clause The Panel recommended that the Land use Integration Process condition be included for the NZTA designations, and that this noise modelling contours clause be removed from the Project Information condition on the basis that a similar clause is included in the Land use Integration Process (LIP) condition. NZTA rejects these recommendations for the reasons discussed below.

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	Land use Integration Process (LIP)	(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that	Reject addition of LIP condition The Panel recommended that the LIP condition be included for the NZTA designations. NZTA rejects this recommendation for the reasons set out in the Closing Legal Submissions.³ The transport corridor interfaces with adjacent land uses are appropriately managed through existing NZTA processes. As detailed in the evidence of Mr Rama,⁴ NZTA already has well established and effective processes in place to manage works within the designation through the section 176 process.

³ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.28] – [14.41].

⁴ Rama's Primary Evidence at [8.5] – [8.9].

Designation	Condition	Modifications made by NZTA 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 modifications
		could assist with land use integration. (e) Information requested or provided under Condition 2(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. (i) potential modifications to the extent of the designation in response to information received through Condition 2(b)(ii) (ii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iii) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable	

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work	
NoRs 1, 2 and 3 NoR 1	Designation Review	Pre-construction review <u>The Requiring Authority shall review the extent of the designation for the Rapid Transit Corridor once it has confirmed station locations in addition to the Pine Valley Station and Milldale Station.</u> <u>In carrying out this review, the Requiring Authority shall:</u>	Accept in part pre-construction review condition The Panel has recommended splitting out this condition so that there is a pre- and post- construction review of the designation. NZTA accepts this recommendation in part and amends the wording of this condition to apply to the RTC (NoR 1) only. The amendments require a review of the extent of the designation for NoR 1 once NZTA has confirmed station

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		(i) <u>Identify whether any areas of designated land are no longer required for the construction, operation, maintenance or mitigation of effects of the project; and</u> (ii) <u>Consider whether the boundaries of the designation require modification in accordance with section 182 of the RMA.</u> (a) The Requiring Authority shall, at five (5) yearly intervals from the confirmation of the designation, undertake a review of the designation. The purpose of the review is to enable areas of designated land to be removed from the designation if identified as being no longer required, and to keep stakeholders updated on progress with implementation of the project. (b) The five-yearly reviews shall: (i) include a review of the extent of the designation to identify any areas of designated land that are no longer required for the designation (to be formalised via section 182 of the RMA); (ii) provide an update on the progress or effort made to give effect to the designation and the anticipated date for implementation; and (iii) be made publicly available on the Requiring Authority's website and be made available to the Council and the Rodney Local Board.	locations (in addition to the Pine Valley Station and Milldale Station, which are covered by separate NoRs). Station locations will likely be confirmed following further structure planning and subsequent plan change processes in the North growth area. NZTA rejects the Panel's recommendation for a five yearly review on all designations. NZTA explained why such a review is unnecessary in its Closing Submissions⁵. In particular, NZTA notes that: • Section 79 of the RMA requires the Council to undertake a review of the District Plan every 10 years, which provides an appropriate opportunity for a Requiring Authority to review the extent of a designation. • The lapse periods are based on long-term implementation timeframes and a periodic review could create an expectation for a shorter timeframe than is the case. • The project website will be established, as soon as reasonably practicable, and within 6 months of the designation inclusion in the AUP, to provide landowners, occupiers and the community updates (if any) on the Project. • The requirement to undertake a periodic review across all designations (including others within the region) would

⁵ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [4.35 – 4.44]

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		Post-construction review (c) As soon as reasonably practicable following Completion of Construction, but no later than six (6) months , 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.	be an inefficient imposition on public funds that could otherwise be allocated to priority projects. The process to consider requests for section 176 consent to work within the designation will inherently prompt NZTA to confirm the extent of designation over a particular site. Reject six-month timeframe for post-construction review The Panel has recommended that the post-construction review occurs no later than six months following the Completion of Construction. NZTA rejects this recommendation. Flexibility is needed in the timing for any post-construction designation review as the roll back process is subject to third party actions and other factors that influence timeframes, that mean a six-month timeframe is neither realistic nor practicable.⁶
<u>NoR 4</u> <u>NoR 2, 3, 4</u>	Designation Review	As soon as reasonably practicable following Completion of Construction, but no later than six (6) months, 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	See above

⁶ Primary evidence of Alastair Lovell, dated 1 May 2024 and adopted by Deepak Rama [9.9].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	
		(ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.	
All	General Section 176 Approval	(a) Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) Internal alterations; (ii) Utility repairs; (iii) One extension to an existing structure as at 2023, up to 30m²; (iv) Temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	Reject addition of General Section 176 Approval The Panel has recommended inclusion of AT's General Section 176 Approval condition on all NZTA NoRs. NZTA rejects this recommendation for the reasons explained in Closing Legal Submissions.⁷ In particular, and as required by the Project Information condition, the NZTA website provides examples of the types of activities that could be undertaken without written consent under section 176 of the RMA. NZTA has established processes and resources allocated to assess requests for section 176 consents, and there is neither value nor any need for this condition.
All	Flood Hazard	For the purpose of Condition 9: ... (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly	Reject amendment to definition of flood prone area The Panel has recommended an amendment to the definition of 'flood prone area' to delete a reference to "in a 1% AEP event". NZTA rejects this proposed change, for the

⁷ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.28] – [14.41].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and striketrough)	Reason for modifications
		comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the Project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv); ...	reasons explained in the Requiring Authority's Memorandum in response to Direction 6, ⁸ i.e. removing reference to the 1% AEP event would lead to uncertainty as to what flood events the condition would apply to.

⁸ Memorandum of Counsel in response to Direction 6 of the Panel, dated 27 August 2024, at [5.2] – [5.3].

All	Flood Hazard	(a) The Project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary ies between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Where Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s; and (v) [relocated] no new flood prone areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use and including with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the	Amendment by NZTA Amendments to improve clarity. The reference to “Council” has also been amended to “Manager” for consistency across conditions and to provide more certainty as to who information is provided to, as explained in the Closing Legal Submissions. ⁹ The location of “no new Flood Prone Areas” is changed to align with the definition in (c) above.
-----	--------------	---	--

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths, or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Council Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.	
<u>1, 2, 3</u> AH	Overland Flow Paths	Where the project modifies an Overland Flow Path by either: - diverting the entry or exit point at the designation boundary; or - piping, or reducing its capacity; the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.	Reject condition applying to all NoRs The Panel has recommended that NZTA applies the Overland Flow Path condition to all NoRs, not just NoRs 1-3. NZTA rejects this change for the reasons detailed in the Requiring Authority's Memorandum in response to Direction 6¹⁰ and notes in particular: - The AUP provides an exclusion for road network activities in existing roads in relation to rules and standards for overland flow paths. This exclusion does not apply to stations or prior to new roads being formalised, being NoRs 1, 2 and 3. - It is inappropriate for this condition to extend to existing roads (being NoR 4) that are subject to that exclusion.

⁹ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.76].

¹⁰ Memorandum of Counsel in response to Direction 6 of the Panel, dated 27 August 2024, at [5.4] – [5.6].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
NoRs 1, 2 and 3	Existing Property Access	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided unless otherwise agreed with the affected landowner .	Reject amendment to condition The Panel recommended that the words “unless otherwise agreed with the affected landowner” be re-instated in this condition to be consistent with AT. During the hearing, NZTA removed this wording. There is a legal requirement to maintain access to land. If it were not possible to do so, this would be covered through a separate process under the Public Works Act.
All	Management Plans	(a) Any management plan shall: ... (iv) be submitted as part of an Outline Plan pursuant to section 176A of the RMA for Certification , with the exception of SCEMPs and CNVMP Schedules; ... (d) 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 Manager <u>as an update to the Outline Plan or</u> for Certification as soon as practicable following identification of the need for a revision;	Reject requirement to certify management plans The Panel has recommended certification of management plans for all NoRs (with the exception of SCEMPs). NZTA rejects this change for reasons consistent with the Chair's view in the Recommendation Report and as detailed in Mr Scafton's primary evidence and legal submissions ¹¹ . Particularly, NZTA notes: • The RMA affords certain powers to Requiring Authorities for designations, which are intentionally different from the resource consent process. Introducing certification at the Outline Plan stage undermines this process and complicates it unnecessarily.

¹¹ Scafton Primary Evidence, at [10.5]-[10.37] (p 67-68); Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.20] – [14.24].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		...	Management Plans are to be included in the Outline Plan to demonstrate how the works will manage relevant effects. Council has the authority to request changes to Outline Plans, and therefore certification is not needed.
All	Urban and Landscape Design Management Plan (ULDMP)	... (c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in the Cultural Advisory Report accordance with in Condition 14 may be reflected in the ULDMP. ...	Amendment by NZTA Amendment to improve clarity.
All	Urban and Landscape Design Management Plan (ULDMP)	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (v) will address the outcomes and relevancy of recommendations and opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation 2023, including the Outcomes and Opportunities Plans, in developing the detailed design response. ...	Reject new clause to refer to the Urban Design Evaluation (UDE) The Panel has recommended the addition of a new clause to the ULDMP condition to refer to the Urban Design Evaluation (UDE) lodged with the Assessment of Effects on the Environment, including the outcomes and opportunities plans. NZTA rejects this change. As explained by Mr Foster in his primary evidence, the proposed conditions already

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications																			
			address the core recommendations contained in the UDE assessment. ¹²																			
NoR 4	Construction Environmental Management Plan (CEMP)	If, prior to the Start of Construction, a commercial orchid growing business operates at 1370 East Coast Road, Redvale, the CEMP shall also include details of the best practicable option to minimise the potential for dust to impact on its operation.	Accept amendment The Panel has recommended that “measures” be replaced with “the best practicable option”. NZTA accepts the Panel’s recommendation.																			
All	Construction Vibration Standards	... Table 23.1 Construction Vibration Standards <table> <tr> <th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr> <tr> <td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h – 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr> <tr> <td>Daytime 0630h – 2000h</td><td><u>12</u>mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td>Other occupied buildings</td><td>Daytime 0630h – 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td>All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr> </table>	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h – 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h – 2000h	<u>12</u> mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h – 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2	Reject amendment to construction vibration standards The Panel has recommended that the Category A construction vibration standards during the daytime for occupied activities sensitive to noise be amended from 1 mm/s ppv to 2 mm/s ppv, to be consistent with the AT standards. NZTA rejects this change for the reasons explained in Closing Legal Submissions ¹³ and the evidence of Ms Drewery. ¹⁴
Receiver	Details	Category A*	Category B*																			
Occupied activities sensitive to noise	Night-time 2000h – 0630h	0.3mm/s ppv	1mm/s ppv																			
	Daytime 0630h – 2000h	<u>12</u> mm/s ppv	5mm/s ppv																			
Other occupied buildings	Daytime 0630h – 2000h	2mm/s ppv	5mm/s ppv																			
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2																			

¹² Foster Primary Evidence, at [7.13] and Appendix C.

¹³ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.48] – [14.54].

¹⁴ Drewery Primary Evidence, at [9.5].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)				Reason for modifications
			At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values	
		<i>* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</i> <i>** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i> ...				
All	Schedule to a CNVMP	(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the s Start of the c Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: ... (d) The Schedule shall be submitted to the Manager for information 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. If any comments are received from the Manager,				Amendment by NZTA Amendment to improve drafting. Reject requirement for certification The Panel recommends amendments to the Schedule to a CNVMP condition to require that the CNVMP Schedules be certified. NZTA rejects these amendments as certification is only needed for material changes to management plans (if not submitted as part of an Outline Plan process) and requiring certification of the CNVMP Schedules is

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		<u>these shall be considered by the Requiring Authority prior to implementation of the Schedule.</u> (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) 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 <u>information Certification</u> in accordance with (e) <u>(d)</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.	unnecessary for the reasons explained in Closing Legal Submissions. ¹⁵
All	Pre-Construction Ecological Survey	(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken <u>in the relevant location</u> by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule X are still present; and	Amendments by NZTA Amendment to clarify that the appropriate survey area will depend on the relevant Stage of Work, as determined by a Suitably Qualified Person. NZTA also amends clause (a)(ii) to improve drafting and clarify that the ecological survey is needed to confirm whether the project is <i>likely</i> to have a moderate or greater level of effect.

¹⁵ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [14.42 – 14.47].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		(ii) confirming whether the project will or may is likely to have a moderate or greater level of ecological effect on ecological species of value, (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule X to these conditions. (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).	
All	Ecological Management Plan (EMP)	(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of ecological value of in Confirmed Biodiversity Areas as far as practicable. (b) To achieve the objective, the EMP shall set out the methods which may include:	Amendment by NZTA Amendments to improve clarity including to delete clause (b). Rather than including “to achieve the objective, the EMP shall set out the methods which may include” at the start of the EMP condition, NZTA has inserted “the EMP may include the following to achieve the objective” at the end of each clause.
All	Ecological Management Plan (EMP)	(c) If an EMP is required in accordance with (a) for the presence of long tail bats, <u>the EMP may include the following to achieve the objective:</u>	Amendments by NZTA Amendments to improve clarity. As above, rather than including “to achieve the objective, the EMP shall set out the methods which may include” at the start of the EMP condition,

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		(i) Measures to minimise, as far as practicable, disturbance from construction activities within <u>the vicinity 50m</u> of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. (ii) how the Timing of any eConstruction wWorks <u>within 50m in the vicinity</u> of any <u>active maternity</u> long tail bat <u>maternity</u> roosts. <u>Those Construction Works shall will be undertaken limited to</u> outside the bat maternity period (between December and March) where <u>reasonably</u> practicable; (iii) Details of areas where vegetation is to be retained where practicable and where <u>additional planting is proposed to be provided and maintained</u> for the purposes of the connectivity of long tail bats <u>habitats; and</u> (iv) Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). (v) Details of measures to minimise any operational disturbance from <u>operational</u> light spill.	NZTA has inserted “the EMP may include the following to achieve the objective” at the end of each clause, including this clause relating to long tail bats. This rationale also applies to the clauses that follow. To avoid confusion, the reference to “including maternity” after long tail bat roosts is removed, and the meaning of “vicinity” in clause (i) is clarified as being 50m. To avoid duplication NZTA has also deleted clause (iv) and incorporated those requirements into clause (iii). The word “reasonably” is deleted from (ii) for consistency with (c) and (d), and text is edited in (v) for clarity.
NoR 3 NoR 4	Ecological Management Plan (EMP)	(d) If an EMP is required in accordance with (a) for the presence of Tthreatened or Aat-Risk birds (excluding wetland birds), <u>the EMP may include the following to achieve the objective:</u> (i) how the Timing of any Construction Works <u>which may have adverse effects on Threatened or At-Risk birds (excluding</u>	Amendments by NZTA Amendments to improve clarity and to make clear that it is only the timing of Construction Works that may have adverse effects on Threatened or At-Risk birds that may be included in the EMP.

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		wetland birds). Those Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and (ii) Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.	
NoR 1 NoR 4	Ecological Management Plan (EMP)	(e) If an EMP is required in accordance with (a) for the presence of Threatened or Aat-rRisk wetland birds, <u>the EMP may include the following to achieve the objective:</u> (i) [relocated] Details of any Undertaking a nesting bird surveys of Threatened or At-Risk wetland birds, prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). <u>Nesting bird surveys shall be undertaken within any wetland that is both within a Confirmed Biodiversity Area and located within a 50m radius of Construction Works.</u> Surveys should <u>shall</u> be <u>undertaken prior to any such works taking place and</u> repeated at the beginning of each wetland bird breeding season <u>until the relevant Construction Works are complete within the 50m radius of the wetland and following periods of construction inactivity;</u> (ii) how the Timing of any Construction Works <u>which may have adverse effects on</u>	Amendments by NZTA Amendments to improve clarity including by relocating clauses, and to make clear that it is only the timing of Construction Works that may have adverse effects on Threatened or At-Risk birds that may be included in the EMP. NZTA also inserts “breeding” in clause (ii) to fix an omission and has re-drafted clause (iii) to improve clarity including as to the location and timing of nesting bird surveys. The text in (v) is also edited for clarity. Accept in part amendments to EMP condition The Panel has recommended changes to the EMP clause for Threatened or At-Risk wetland birds, including to increase the area for protection and buffer measures from 50m to 200m and to simplify the condition.

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) <u>Threatened or At-Risk wetland birds. Those Construction Works</u> shall be undertaken outside of the bird breeding season (September to February) where practicable; (iii) Where works are required within the Confirmed Biodiversity Area during the bird <u>breeding</u> season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; <u>and</u> (iv) <u>Details of what protection and buffer measures will be provided where proposed to manage effects on</u> nesting Threatened or At-Risk wetland birds <u>are identified within 200m of any construction area (including laydown areas), through a survey undertaken in accordance with Condition (e)(iii). Proposed</u>—measures <u>must consider shall address:</u> A. the type, intensity and duration of the construction activity; B. and species of wetland bird affected the <u>likely sensitivity of the nesting bird species to the construction activity; and</u> C. <u>any environmental features (e.g., vegetation and contour) that could influence the extent of potential adverse effects on the Threatened or At-Risk wetland birds.</u> (v) [NoR 1] Details of measures to minimise any operational disturbance from <u>operational</u> light spill.	NZTA rejects amendment of the area referenced in (e)(iv) for the reasons detailed in the Closing Legal Submissions.¹⁶ In particular: - Extending the setbacks to 200m would encompass additional wetlands that have not been included in the ecological impact assessment and subsequent Identified Biodiversity Areas. - Application of the NZTA Dotterel Guidelines (which were used to define the 50m area) is standard practice for this type of assessment and a range of wetland bird species. NZTA accepts in part the proposed amendments of the Panel to simplify the rest of clause (e)(iv), but with amended wording to improve drafting and ensure the condition is workable.

¹⁶ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [21.14] to [21.18].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	
NoR 1 NoR 4	Ecological Management Plan (EMP)	(f) If an EMP is required in accordance with (a) for the presence of native herpetofauna, <u>the EMP may include the following to achieve the objective:</u> (i) A description of the methodology and timing for survey, trapping and relocation of lizards rescued; (ii) A description of the relocation site(s), including: A. any measures to ensure the relocation site remains available; B. <u>the scope and timeframe for</u> any weed and pest management <u>needed to support ensure</u> the relocation site <u>is maintained</u> as appropriate habitat; (iii) A post vegetation clearance search for remaining lizards; and (iv) Any proposed monitoring.	Amendments by NZTA Amendments to improve clarity. Item (ii) is amended to clarify that the EMP is to set out the scope and timeframe for any weed and pest management.
All	Ecological Management Plan (EMP)	(f) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. ...	Amendment by NZTA Amendment to delete clause (f), as including an obligation in relation to unknown resource consent conditions is not needed or appropriate in a designation condition.
All NoRs 1, 2 and 4	Tree Management Plan (TMP)	... (b) To achieve the objective, the TMP shall: ... (iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with any relevant conditions of resource consents granted for the project. ...	Amendment by NZTA Amendment to delete clause (b)(iii), as including an obligation in relation to unknown resource consent conditions is not needed or appropriate in a designation condition. The Tree Management Plan (and associated references) are deleted from NoR 3 as there are no identified trees.

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	Traffic Noise	Notwithstanding the above applying to the PPFs in Schedule 4, conditions 36, 37, 39, 40, 46 and 47 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment (including any dwellings to be retained within the designation) that is present prior to construction starting (in terms of road surface, barriers, or other source noise mitigation), noting that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.	Reject new condition The Panel has proposed a new traffic noise condition for all NZTA NoRs that requires a future best practicable option (BPO) assessment for the environment that is present prior to construction starting. NZTA rejects this new condition on the basis that the recommendation is inconsistent with NZ6806. In addition, the NoR 1 and 4 projects will be constructed with low noise road surfaces, which will benefit both existing and future receivers. As explained in detail in Closing Legal Submissions, ¹⁷ developers have a shared responsibility to manage noise and only those Protected Premises and Facilities (PPFs) set out in the schedules that currently exist should be assessed at the time of detailed design.
NoR 4	Traffic Noise	Prior to <u>the Start of Construction</u> of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule X PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.	Amendment by NZTA Amendment to improve clarity.
NoR 4	Traffic Noise	Within 12 months of Completion of Construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager for information .	Amendment by NZTA Amendment to improve clarity.
NoR 4		Tailor the NoR 4 condition set to Designations 6751, 6760, 6759 and 6761 relevant to their locational extent.	Amendment by NZTA NoR 4 comprises alterations to four existing NZTA designations (6751 - Albany, 6760 – Redvale to Silverdale,

¹⁷ Closing legal submissions of Requiring Authority, dated 9 August 2024, at [12.2] – [12.9].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
			6759 - Silverdale, and 6761- Silverdale to Puhoi) and hence four sets of conditions are required. Site-specific conditions/clauses and schedules are location specific, so for each alteration to designation, only those conditions/clauses that are relevant to the area covered by each alteration are included in the set of conditions. This tailoring relates to the EMP and associated schedules, TMP and associated schedule, traffic noise conditions (for PPFs) and associated schedule, Council parks (for section 176 approval), and other site-specific conditions (airport operations condition and Tuckers orchid nursery clause in the CEMP).
N/A	N/A	N/A	Reject recommendation to distinguish temporary construction areas NZTA has considered the recommendation from the Panel that the Requiring Authorities provide a different delineation within their respective designation maps for construction areas (shown as 'indicative construction areas in the general arrangement plans'). NZTA rejects this recommendation for the following reasons. As noted in the primary evidence of Mr Scrafton,¹⁸ the suggested identification of a temporary and permanent designation boundary is neither appropriate nor feasible in

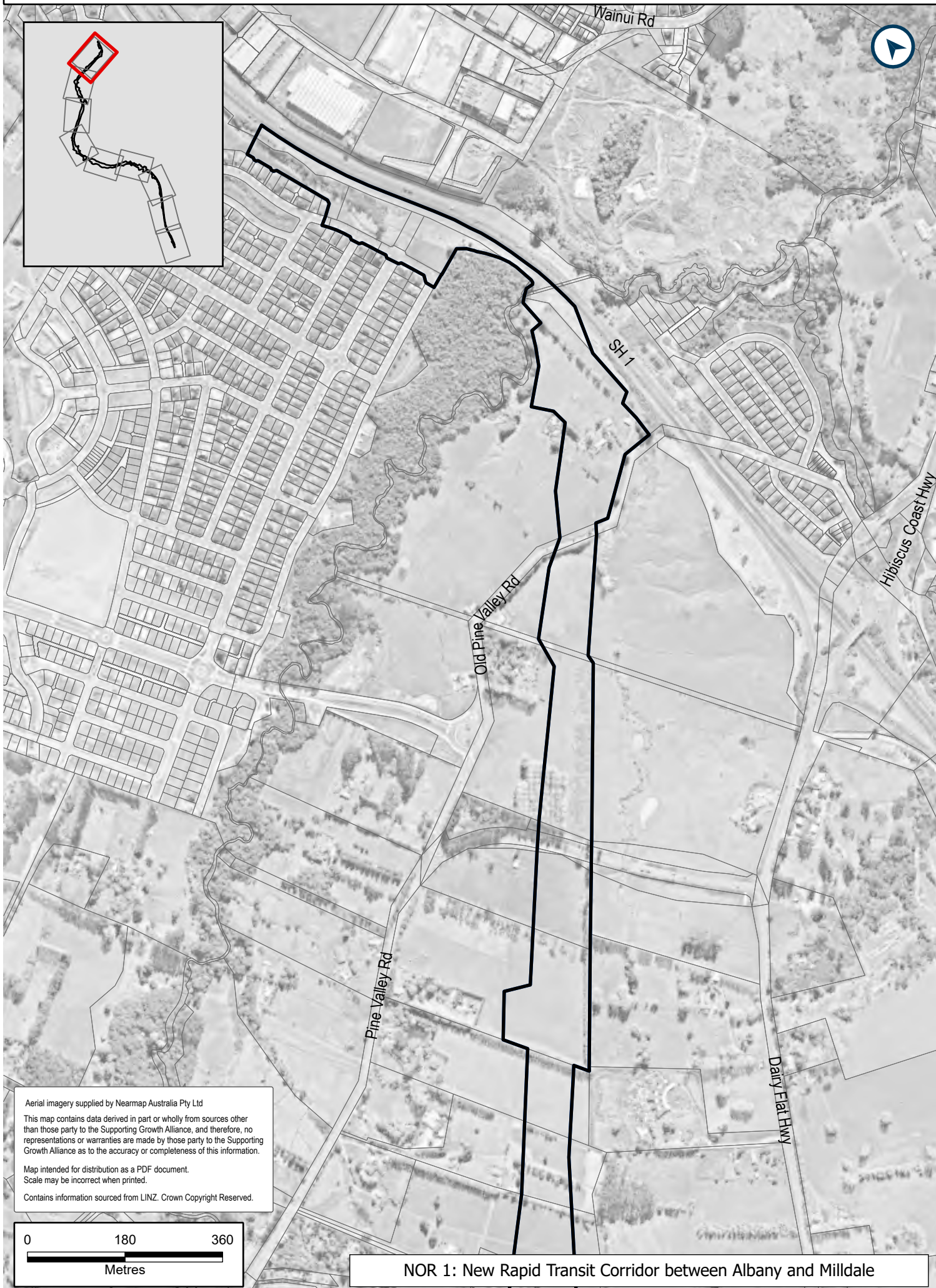
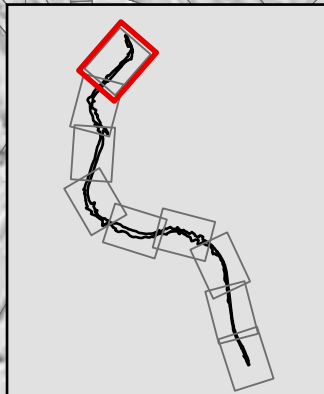
¹⁸ Scrafton Primary Evidence, at [10.25] to [10.28].

Designation	Condition	Modifications made by NZTA to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and striketrough)	Reason for modifications
			the context of a long-term designation, particularly given the design process that will occur before implementation, confirmation of construction methods, and the need to retain appropriate flexibility to respond to the circumstances at the time (e.g., staging). Design standards and construction techniques are also likely to evolve between now and when design and construction of the projects are likely to occur. The temporary and permanent land requirements will be confirmed by NZTA and discussed with landowners under the Public Works Act, closer to the time of construction.

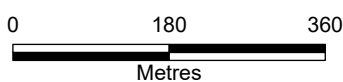
**Appendix A – Designation Boundary Amendments
since Lodgement**

LEGEND

 Existing Designation (As Lodged)  Proposed Designation



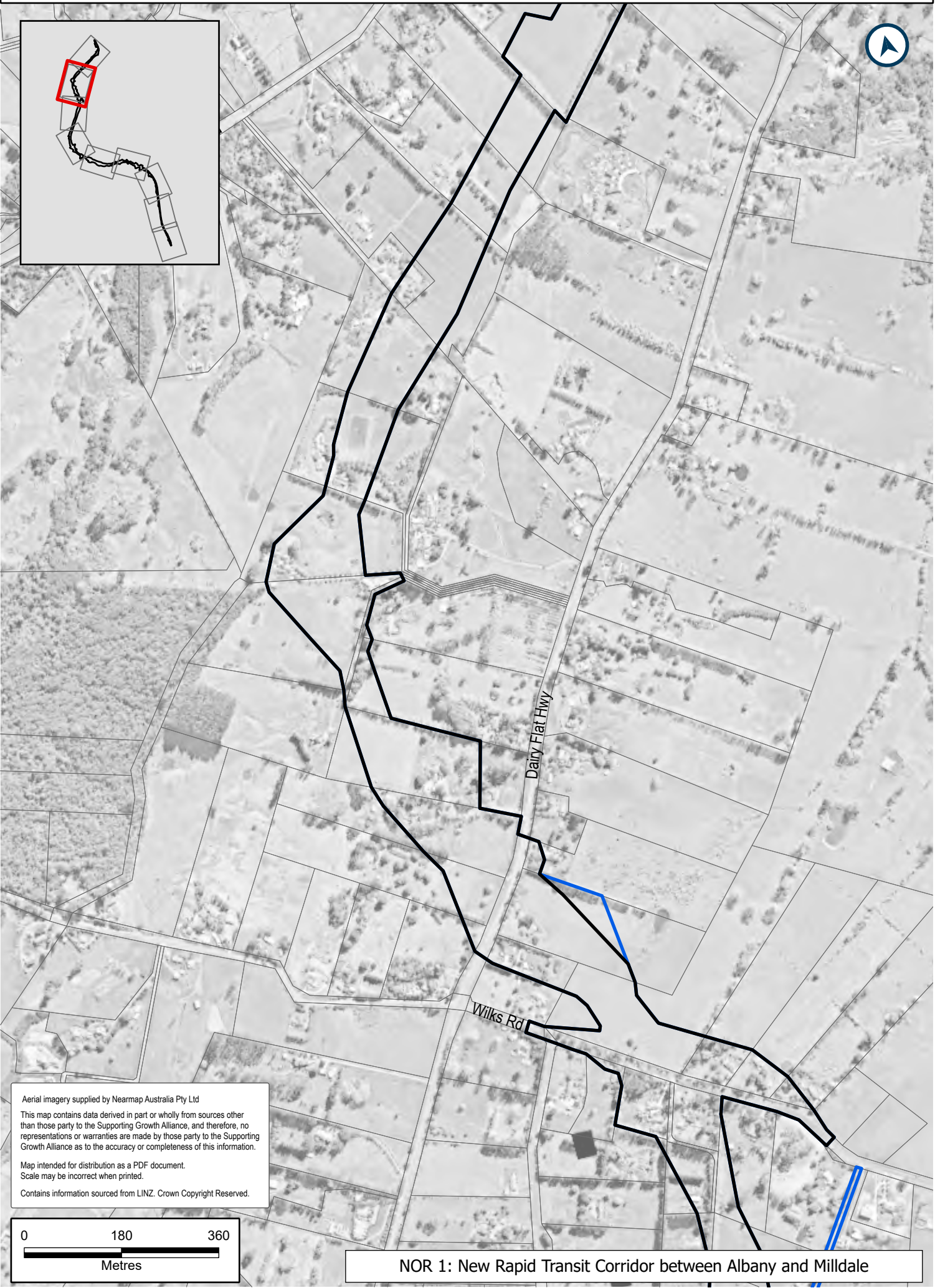
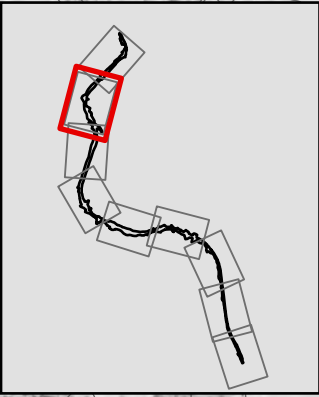
Aerial imagery supplied by Nearmap Australia Pty Ltd
 This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
 Map intended for distribution as a PDF document.
 Scale may be incorrect when printed.
 Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

LEGEND

 Existing Designation (As Lodged)  Proposed Designation

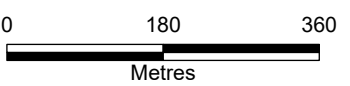


Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

Date Exported: 11/07/2024 8:28 am

Name of Map: SGA-PA-N-002-Concept_Manual_Portrait

Path: \\Beca.net\projects\3811381\09341T\G101 Map\06 ArcGIS Pro\02 NorthSGA_Pro_North_Designation_Plan_Deliverable.aprx

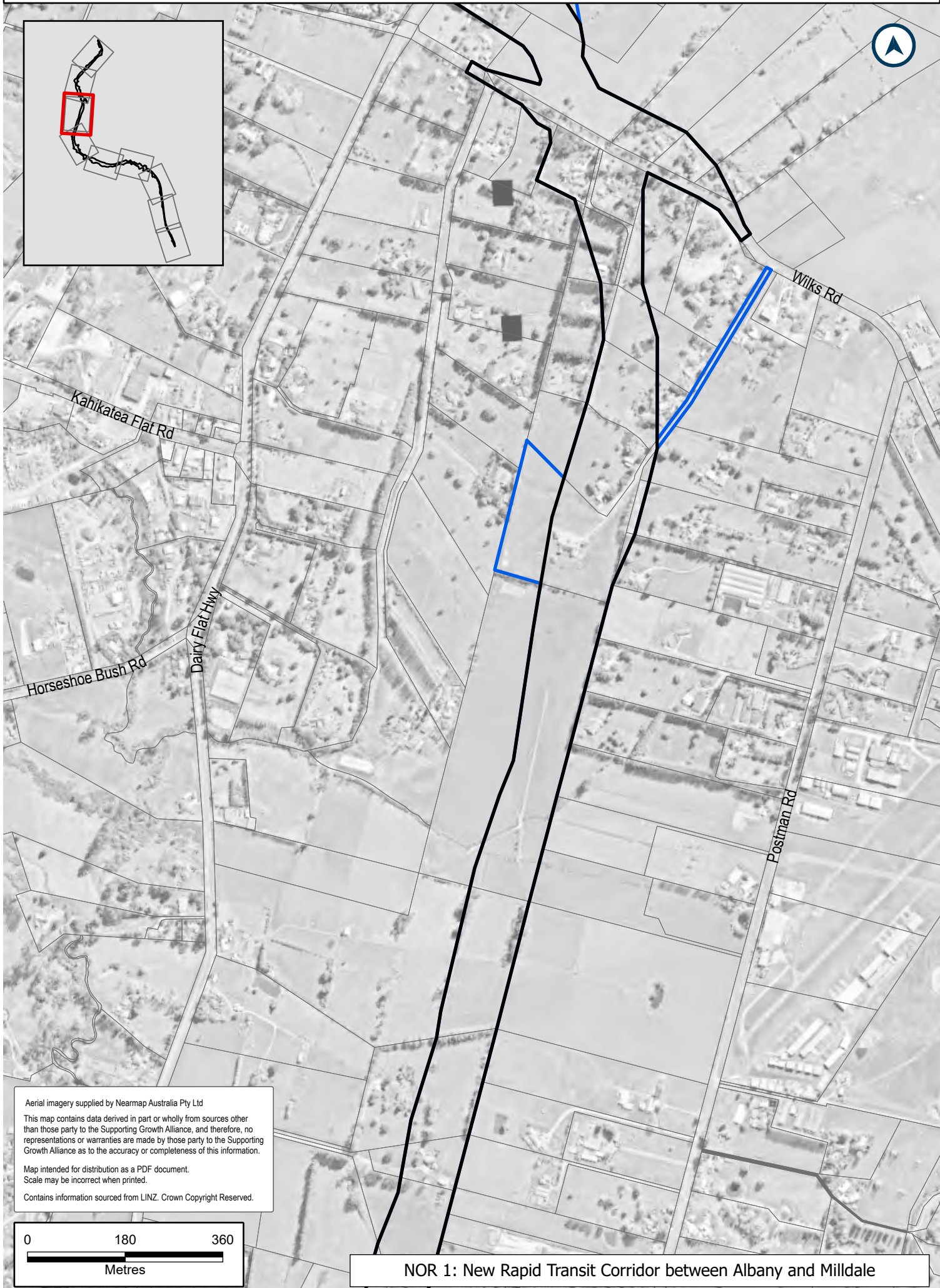
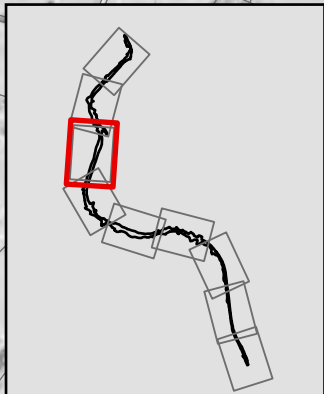
LEGEND



Existing Designation (As Lodged)



Proposed Designation

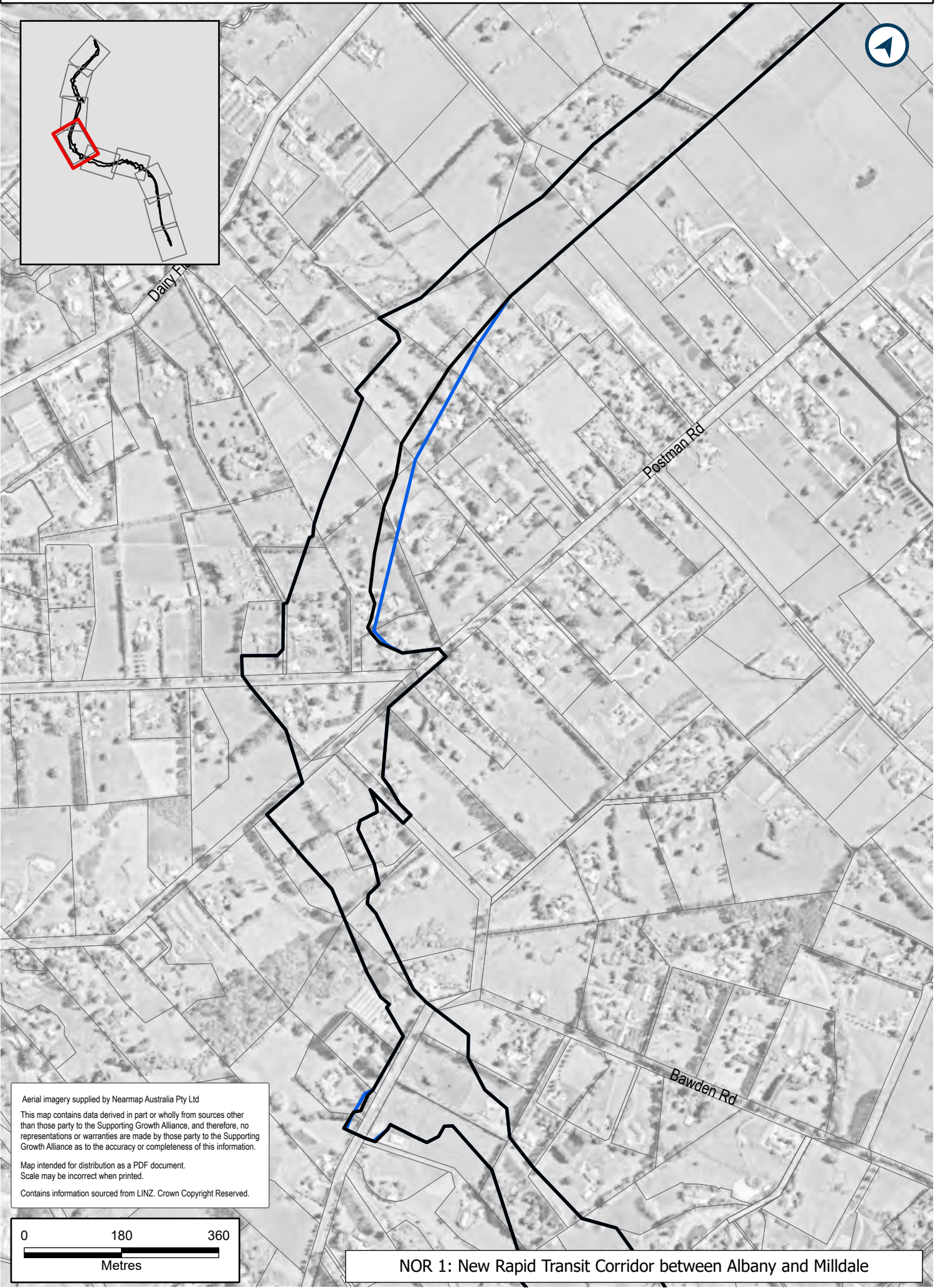
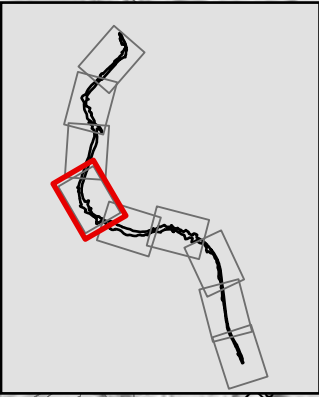


Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.

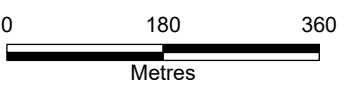
NOR 1: New Rapid Transit Corridor between Albany and Milldale

LEGEND

 Existing Designation (As Lodged)  Proposed Designation



Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.



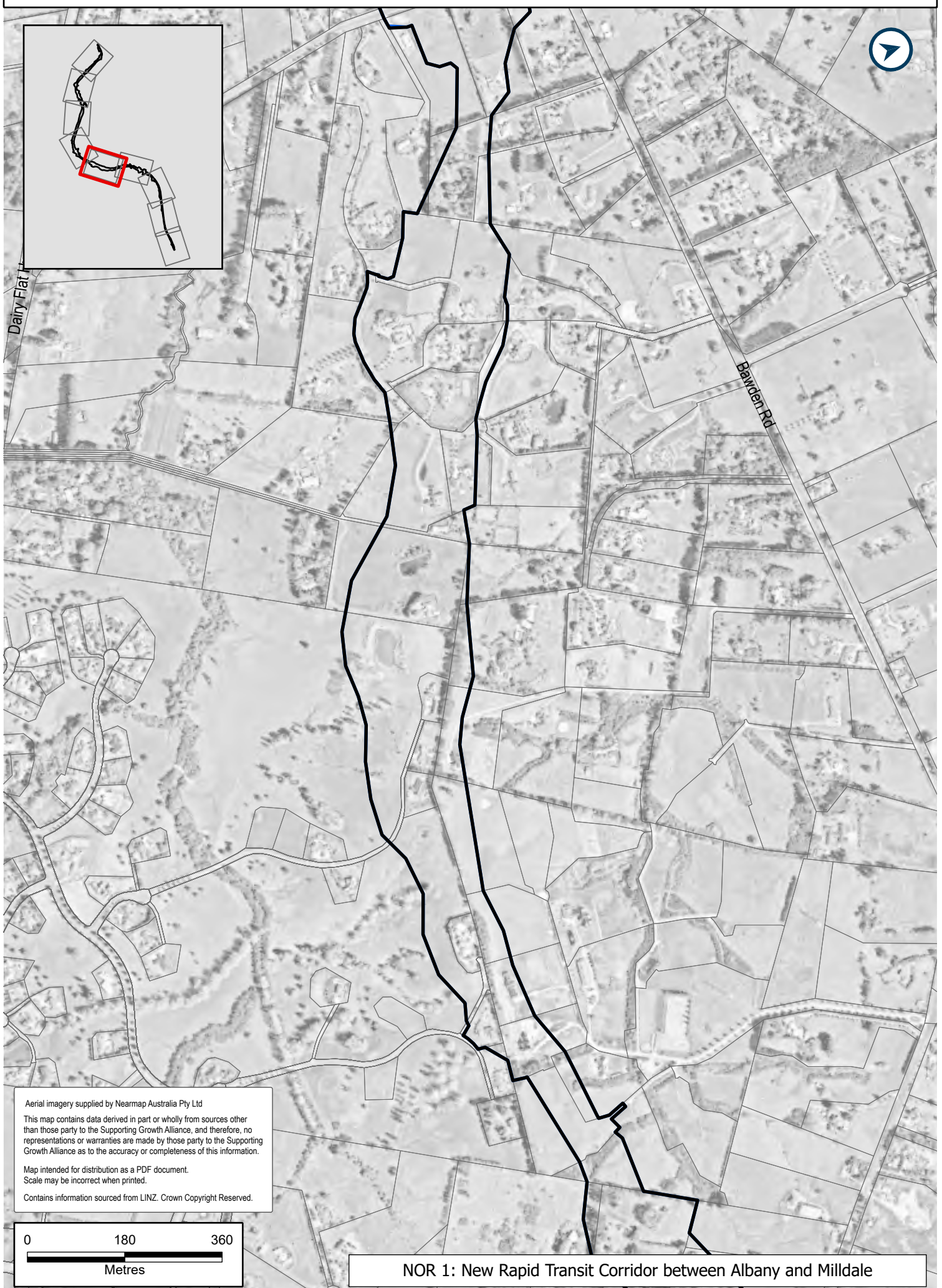
NOR 1: New Rapid Transit Corridor between Albany and Milldale

Date Exported: 11/07/2024 8:28 am
Name of Map: SGA-PA-N-002-Concept_Manual_Portrait
Path: \\Beca.net\projects\3811381\093417\GIS\01 Map\06 ArcGIS Pro\02 NorthSGA_Pro_North_Designation_Plan_Deliverable.aprx

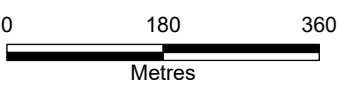
LEGEND

 Existing Designation (As Lodged)  Proposed Designation

Date Exported: 11/07/2024 8:28 am
Name of Map: SGA-PA-N-002-Concept_Manual_Portrait
Path: \\Beca.net\projects\3811381\093417\GIS\01 Map\06 ArcGIS Pro\02 NorthSGA_Pro_North_Designation_Plan_Deliverable.aprx



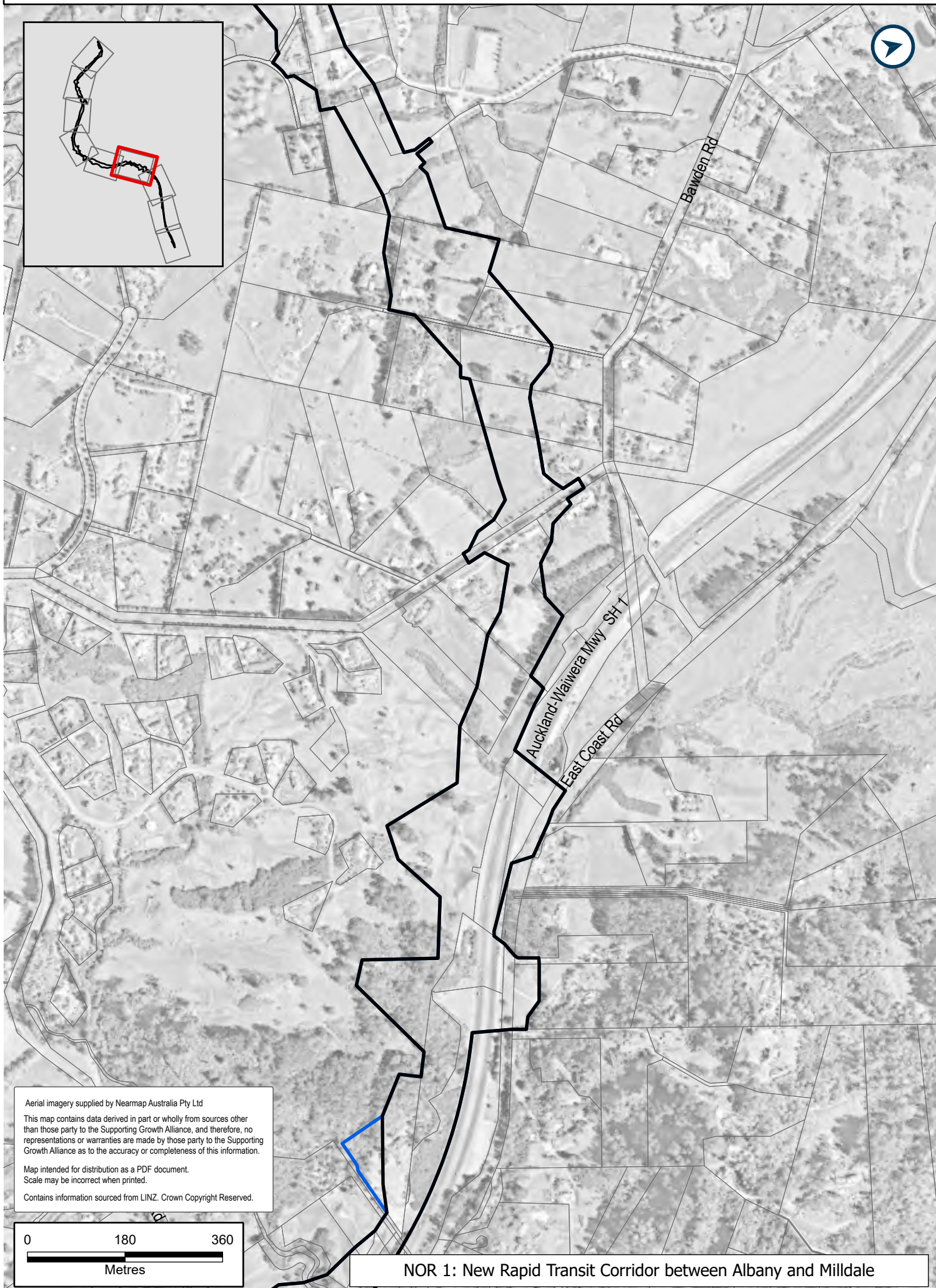
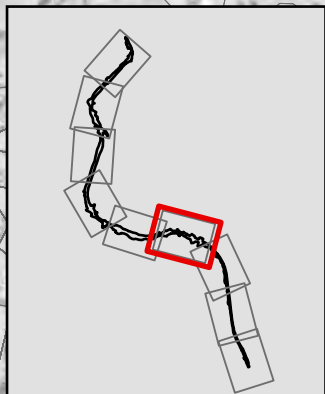
Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.



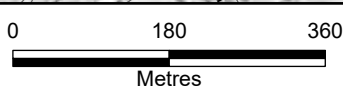
NOR 1: New Rapid Transit Corridor between Albany and Milldale

LEGEND

 Existing Designation (As Lodged)  Proposed Designation



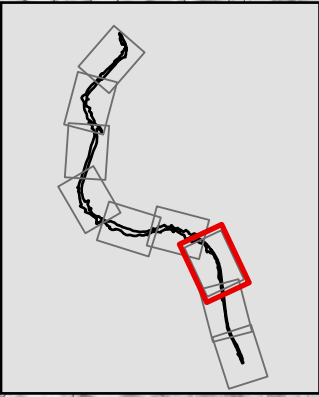
Aerial imagery supplied by Nearmap Australia Pty Ltd
 This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
 Map intended for distribution as a PDF document.
 Scale may be incorrect when printed.
 Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

LEGEND

 Existing Designation (As Lodged)  Proposed Designation



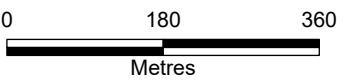
Awahohi Rd

SH 1

Wright Rd

East Coast Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

Date Exported: 11/07/2024 8:28 am
Name of Map: SGA-PA-N-002-Concept_Manual_Portrait
Path: \\Beca.net\projects\3811381\09341T\G101 Map\06 ArcGIS Pro\02 NorthSGA_Pro_North_Designation_Plan_Deliverable.aprx

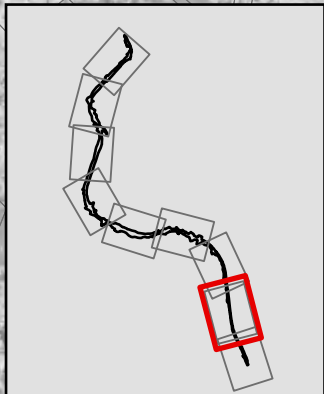
LEGEND



Existing Designation (As Lodged)



Proposed Designation

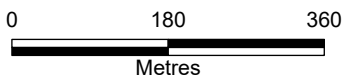


Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

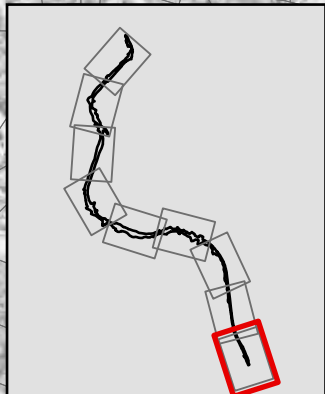
LEGEND



Existing Designation (As Lodged)



Proposed Designation



Lonely Track Rd

LHS

Oteha Valley Rd

Auckland-Waiwera Mwy

East Coast Rd

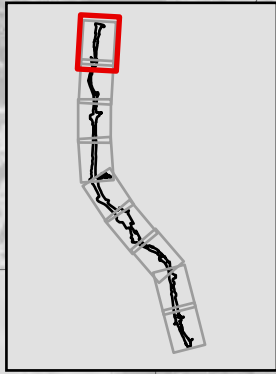
Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.



NOR 1: New Rapid Transit Corridor between Albany and Milldale

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



SH 1

Grand Dr

Wahui Rd

Aerial imagery supplied by Nearthmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

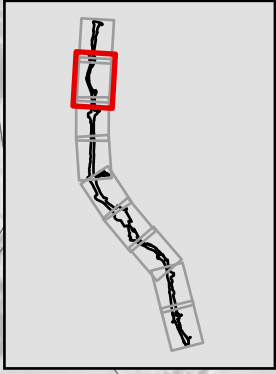
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



SH 1

Wainui Rd

Old Pine Valley Rd

Coast Hwy
Coast Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

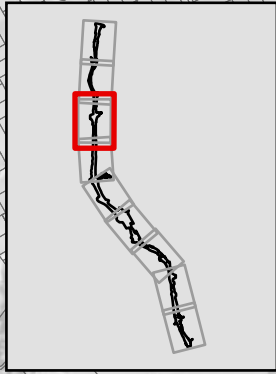
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Old Pine Valley Rd

Pine Valley Rd

Dairy Flat Hwy

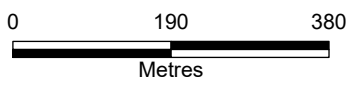
SH 1

Auckland-Waiwera Mwy

Hibiscus Coast Hwy

East Coast Rd

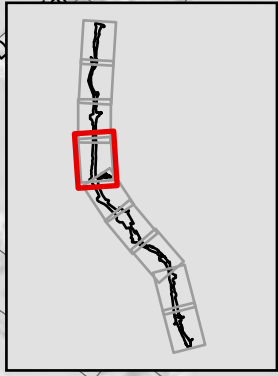
Aerial imagery supplied by Nearmap Australia Pty Ltd
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.
Map intended for distribution as a PDF document.
Scale may be incorrect when printed.
Contains information sourced from LINZ. Crown Copyright Reserved.



NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



SH 1 Auckland-Waiwera Mwy

Spur Rd

East Coast Rd

Postman Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

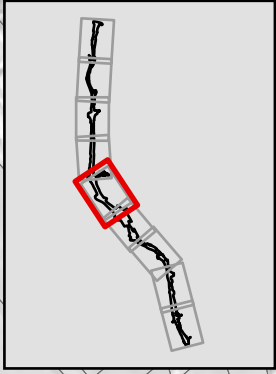
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Wilks Rd

East Coast Rd

1 HS Auckland-Waiwera Mwy

Ara Weiti Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

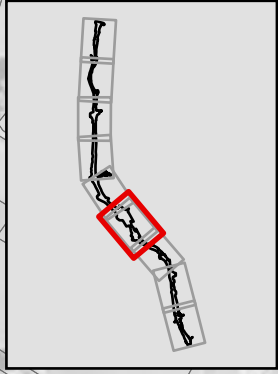
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Bawden Rd

Auckland-Waiwera Mwy SH 1

East Coast Rd

Ara Weiti Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

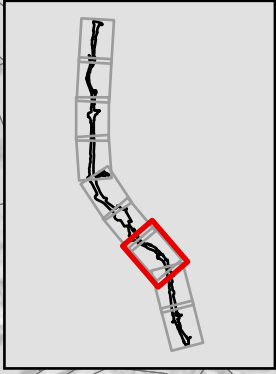
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Relva Rd
Auckland-Mairera Mwy 1 HS
East Coast Rd
Wright Rd
Awahori Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

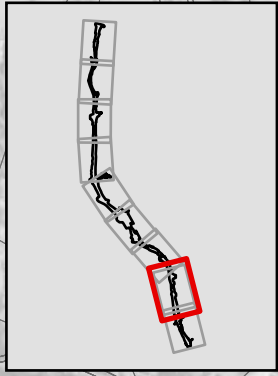
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Wright Rd

Auckland-Waiwera Mwy
SH 1

East Coast Rd

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

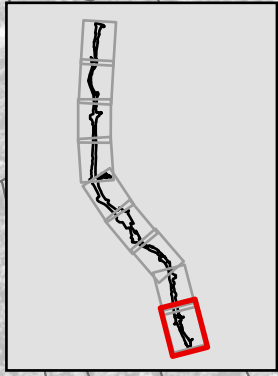
Contains information sourced from LINZ. Crown Copyright Reserved.

0 190 380
Metres

NoR 4 : State Highway 1 Improvement Package

LEGEND

 Proposed Designation  Existing Designation (As Lodged)



Lonely Track Rd

SH 1

Auckland-Waiwera Mwy

Aerial imagery supplied by Nearmap Australia Pty Ltd

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

0 170 340
Metres

NoR 4 : State Highway 1 Improvement Package

Appendix B – Clean conditions for NoR 1

[XXXX] New Rapid Transit Corridor (RTC) between Albany and Milldale, including New Walking and Cycling Path

Designation Number	[XXXX]
Requiring Authority	New Zealand Transport Agency
Location	Between Albany (just south of Ōteha Valley Road), Dairy Flat and Milldale.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

Purpose

To construct, operate, maintain and improve a public transport corridor, cycleway and/or shared path, and associated infrastructure.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan

Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat

NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Overland Flow Path	Means a low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m ²
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.

4.	Designation Review <u>Pre-construction review</u> The Requiring Authority shall review the extent of the designation for the Rapid Transit Corridor once it has confirmed station locations in addition to the Pine Valley Station and Milldale Station. In carrying out this review, the Requiring Authority shall: (i) Identify whether any areas of designated land are no longer required for the construction, operation, maintenance or mitigation of effects of the project; and (ii) Consider whether the boundaries of the designation require modification in accordance with section 182 of the RMA. <u>Post-construction review</u> As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.
6.	Network Utility Operators and Auckland Council Parks (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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	
7.	Outline Plan (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; (viii) Network Utilities Management Plan; and (ix) Network Integration Management Plan.

8.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and (f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).

9.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
10.	Overland Flow Paths Where the project modifies an Overland Flow Path by either: (a) diverting the entry or exit point at the designation boundary; or (b) piping, or reducing its capacity; the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

12.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 12 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 15) and HHMP (Condition 26) and the CMP 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. (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; and (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 14 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; and D. fences. (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 29) and EMP (Condition 28). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, 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 Table 23-1 as far as practicable.

Table 23-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

24.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 22; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 22 and 23 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	--

26.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas (including archaeological site R10/1472) to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	---

27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
-----	---

28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk wetland birds, the EMP may include the following to achieve the objective: (i) details of any nesting bird surveys of Threatened or At-Risk wetland birds. Nesting bird surveys shall be undertaken within any wetland that is both within a Confirmed Biodiversity Area and located within a 50m radius of Construction Works. Surveys shall be undertaken prior to any such works taking place and repeated at the beginning of each wetland bird breeding season until the relevant Construction Works are complete within the 50m radius of the wetland; (ii) timing of any Construction Works which may have adverse effects on Threatened or At-Risk wetland birds. Those Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; (iii) where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; (iv) details of protection and buffer measures proposed to manage effects on nesting Threatened or At-Risk wetland birds identified through a survey undertaken in accordance with Condition (c)(i). Proposed measures shall address: A. the type, intensity and duration of construction activity; B. the likely sensitivity of the nesting bird species to the construction activity; and C. any environmental features (e.g., vegetation and contour) that could influence the extent of potential adverse effects on the Threatened or At-Risk wetland birds; and (v) details of measures to minimise any disturbance from operational light spill. (d) If an EMP is required in accordance with (a) for the presence of native herpetofauna, the EMP may include the following to achieve the objective: (i) a description of the methodology and timing for survey, trapping and relocation of lizards rescued; (ii) a description of the relocation site(s), including: A. any measures to ensure the relocation site remains available; B. the scope and timeframe for any weed and pest management needed to support the relocation site as appropriate habitat; (iii) a post vegetation clearance search for remaining lizards; and (iv) any proposed monitoring. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans;
-----	--

	(ii) vegetation restoration plans; and (iii) fauna management plans (eg avifauna).
--	---

29.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 4 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 4. This may include: A. any opportunities to relocate listed trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures. (c) Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.
30.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
31.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	

32.	Low Noise Road Surface (a) Asphaltic mix surface shall be implemented within 12 months of Completion of Construction of the project. (b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
------------	--

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

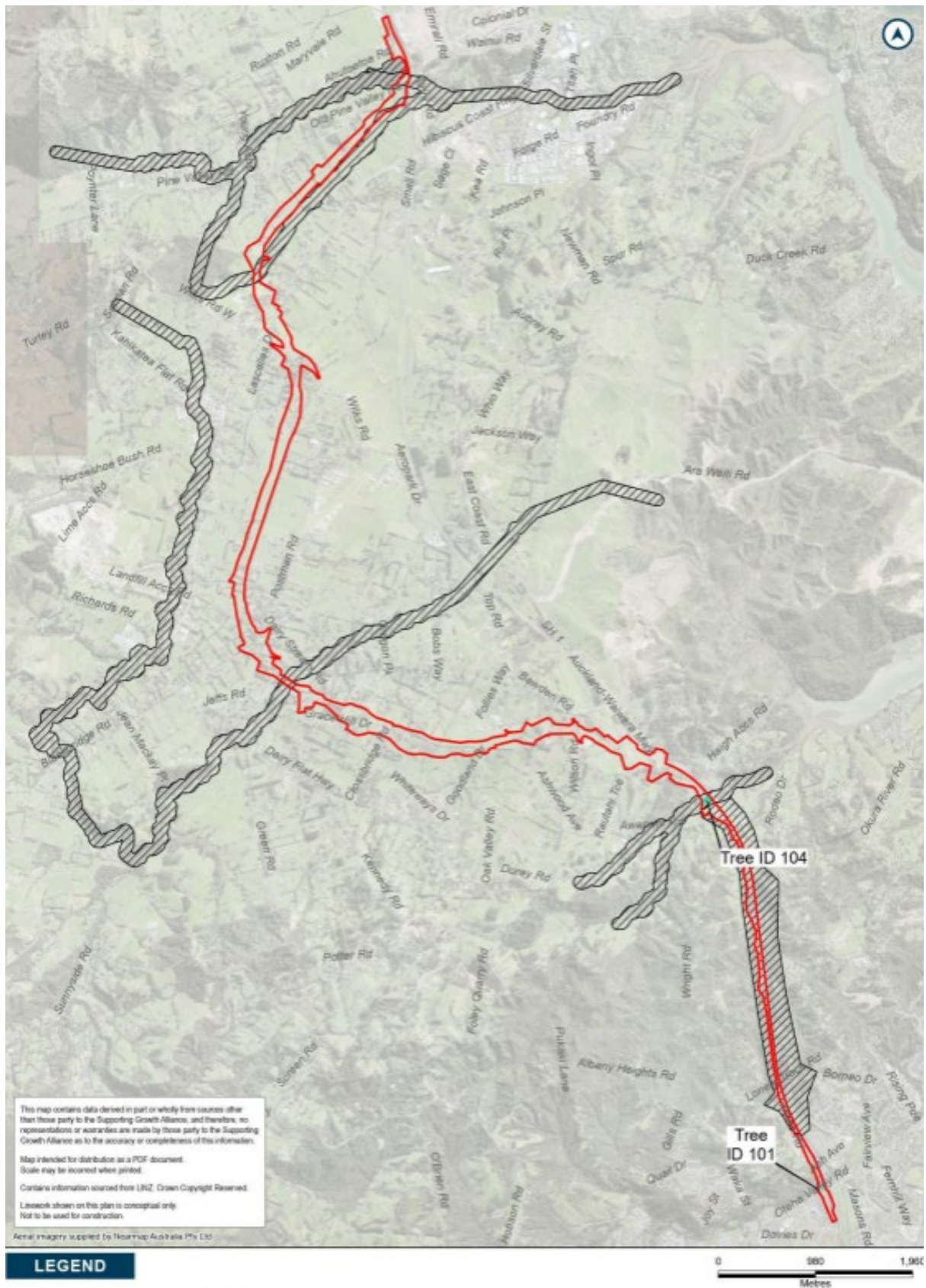
The proposed work is shown in the following Concept Plan and includes, but is not limited to:

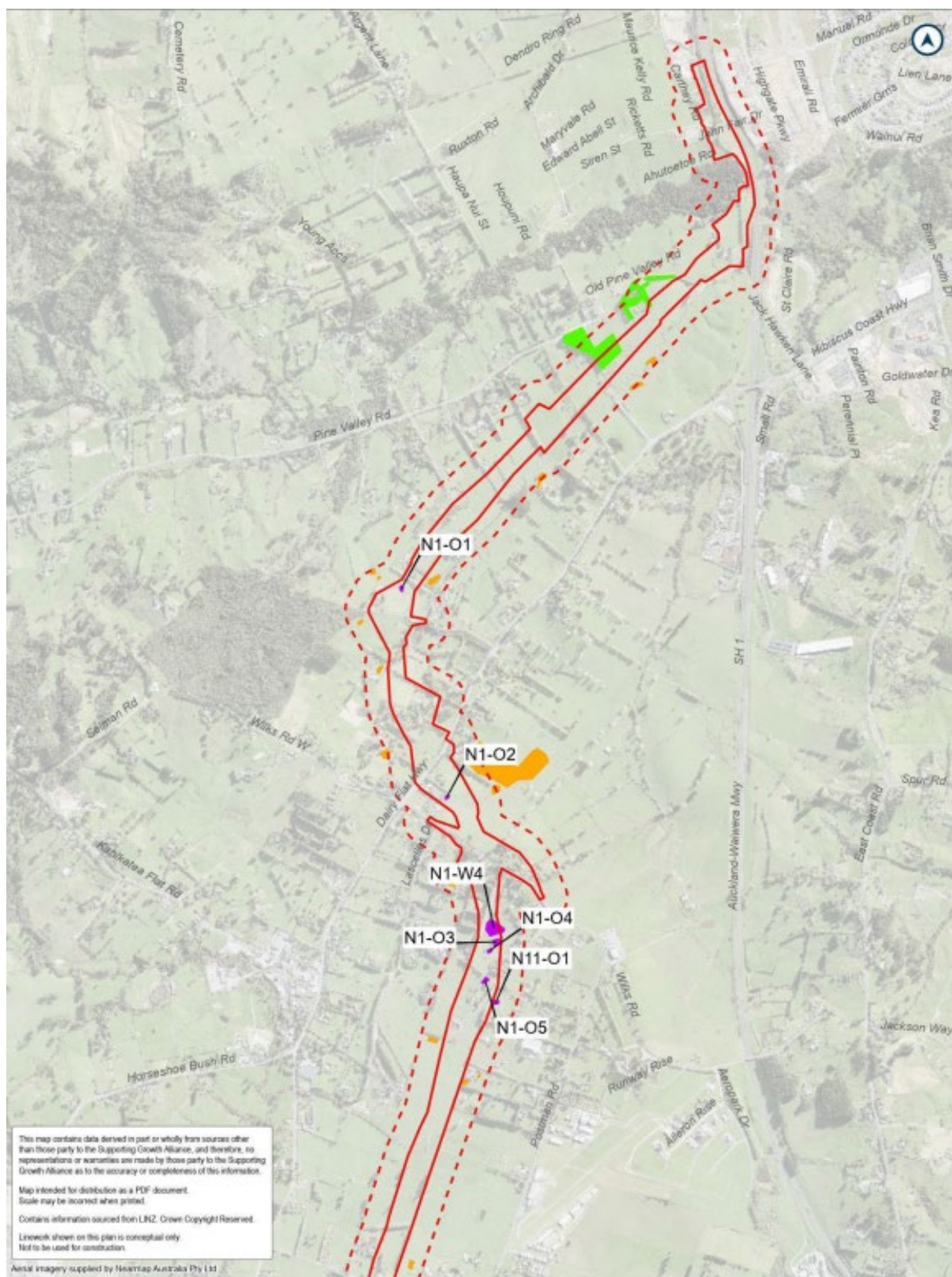
- A new transport corridor, including public transport and active mode facilities;
- Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems, lighting, landscaping, utility services;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



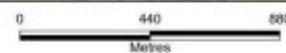
Schedule 2: Identified Biodiversity Areas

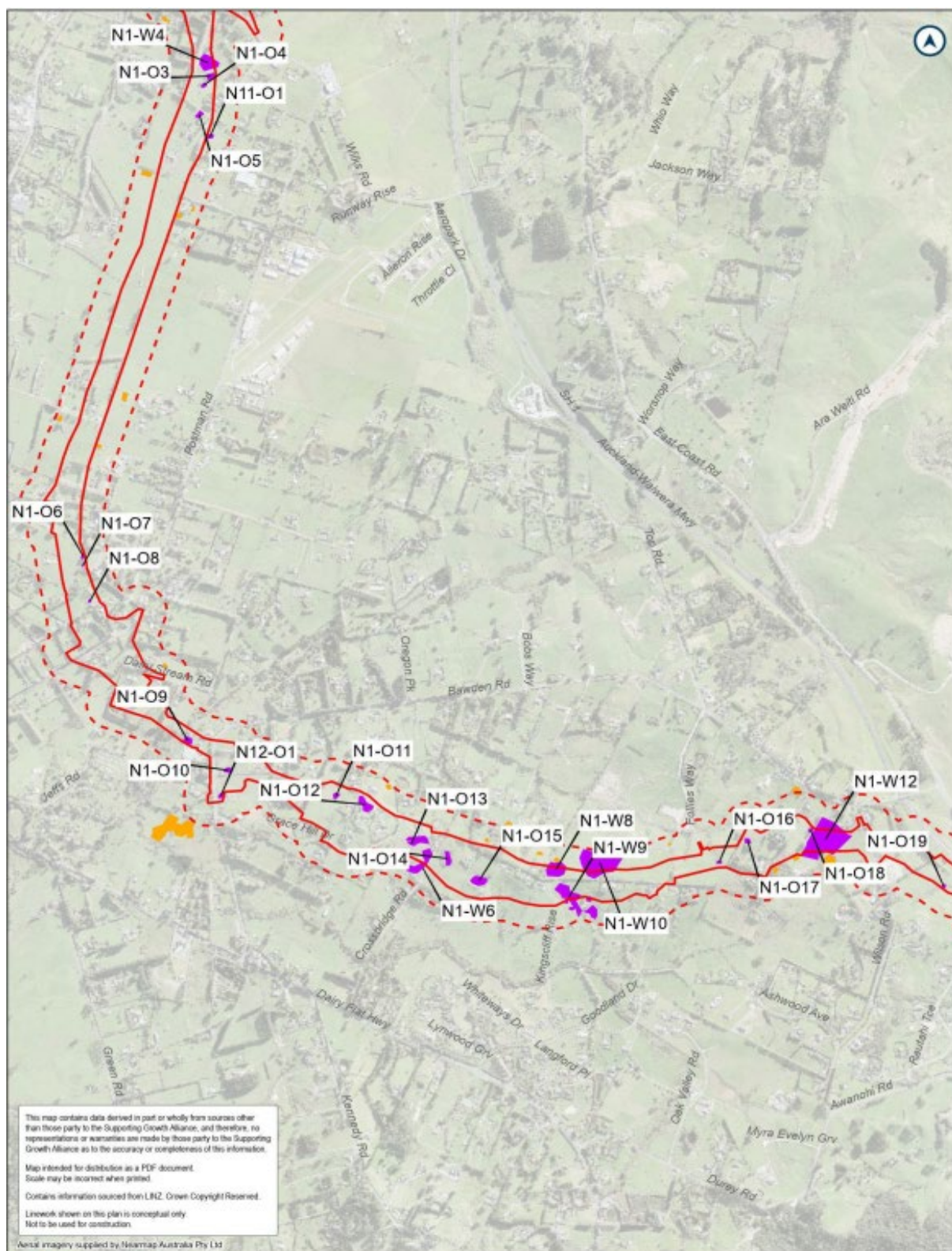




LEGEND

Designation Boundary	Identified Biodiversity Areas for Wetland Avifauna	Unnamed Wetlands	Identified Biodiversity Areas for Non-wetland Avifauna
Buffer 100m	Named Wetlands		Non-wetland Vegetation





LEGEND

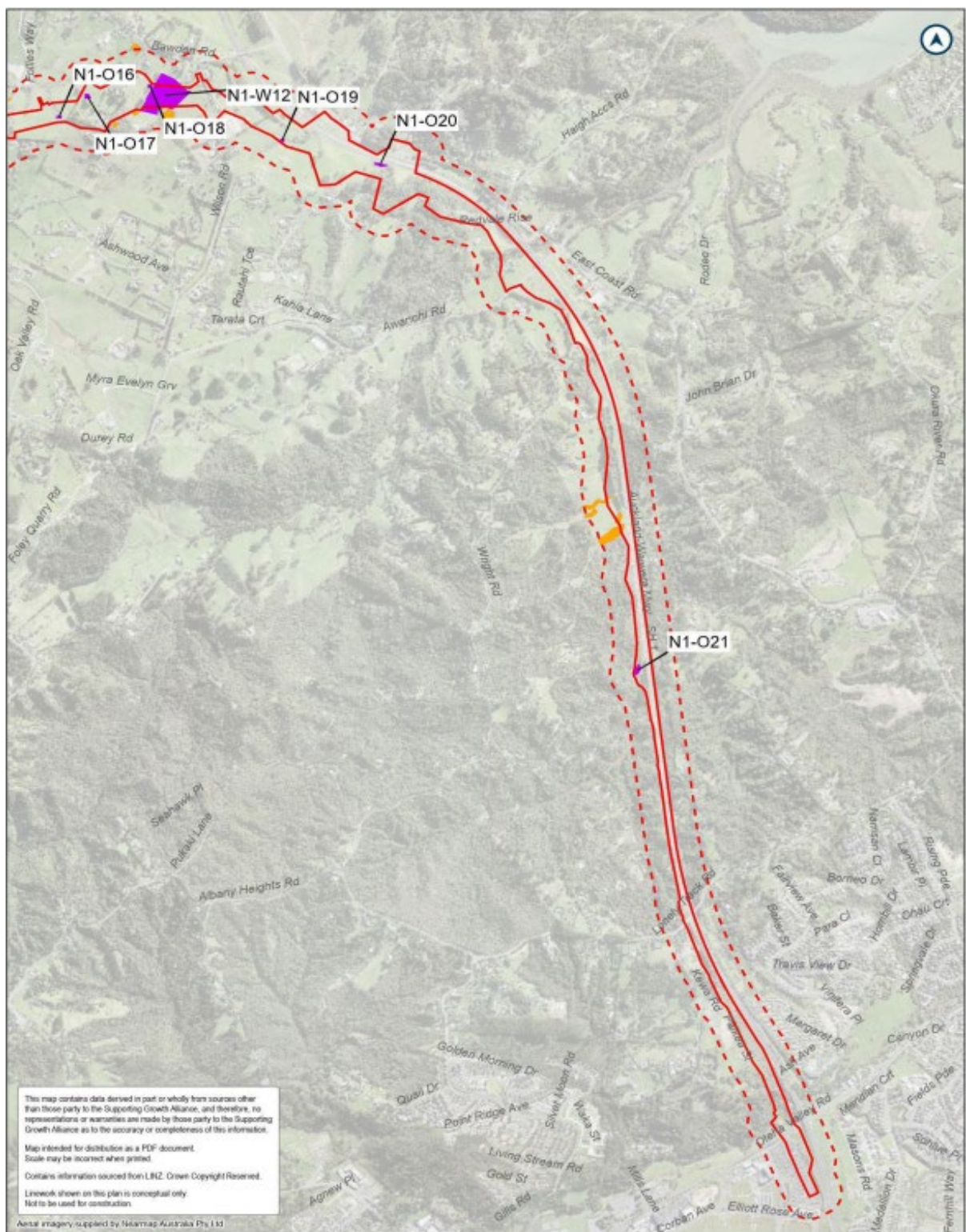
 Designation Boundary Buffer 100m

Identified Biodiversity Areas for Wetland Avifauna

Named Wetlands

Unnamed Wetlands

0 440 880
Metres



LEGEND

Designation Boundary

Buffer 100m

Identified Biodiversity Areas for Wetland Avifauna

Unnamed Wetlands

Named Wetlands

0 440 880
Metres



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

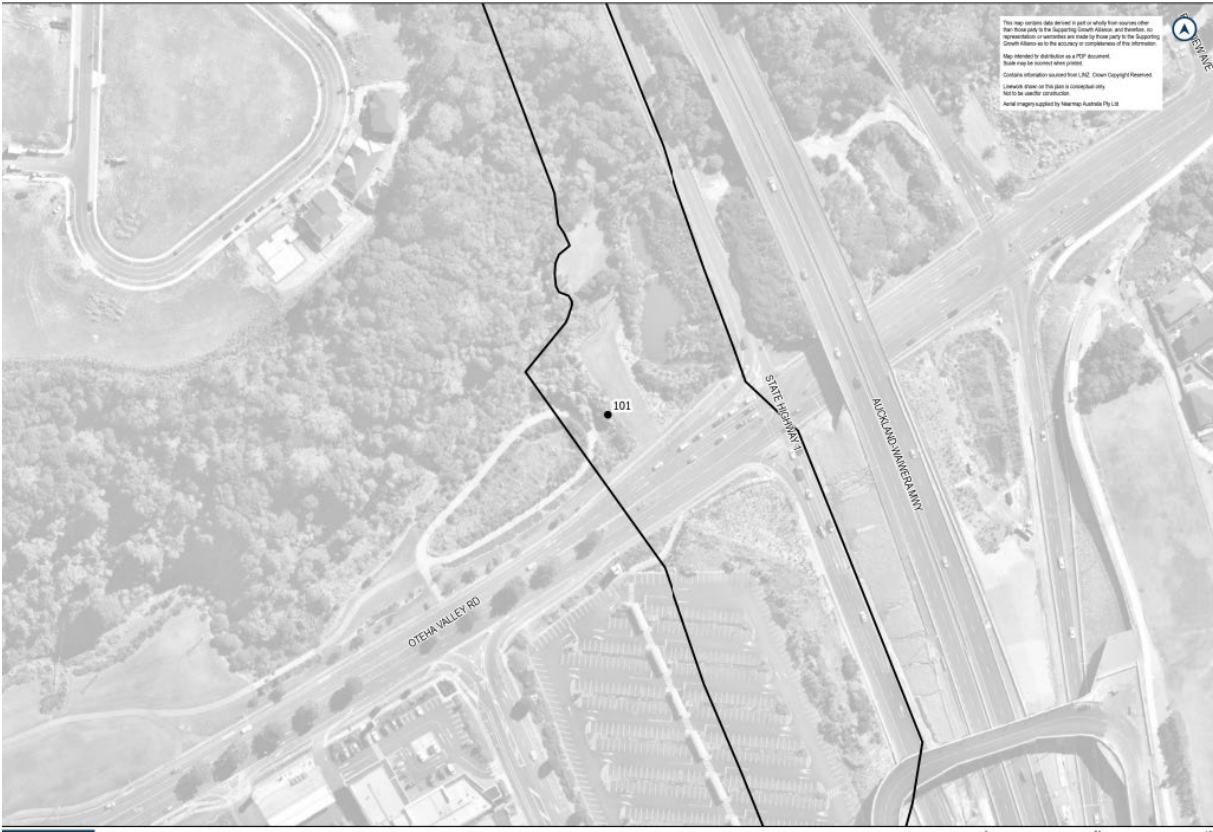
Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Trees to be included in the Tree Management Plan

Tree number	Vegetation type	Protection	Location	Species	Age
101	Indigenous pioneer vegetation	Open space	R 259 Oteha Valley Road	Ti Kouka (<i>Cordyline australis</i>), Harakeke (<i>Phormium sp.</i>), Kowhai (<i>Sophora tetraptera</i>) and other pioneer species	Young
104	Indigenous and exotic vegetation	Open space	Near Redvale Rise and Parallel to Awano Road	Manuka, Totara (<i>Podocarpus totara</i>), Mapou (<i>Myrsine australis</i>), Mahoe (<i>Melicactus ramiflorus</i>), Taupata (<i>Coprosma repens</i>), Wilding Pine (<i>Pinus sp.</i>), Taiwan Cherry (<i>Prunus sp.</i>), Privet (<i>Ligustrum lucidum</i>)	Semi-mature to mature
105	Indigenous mass planted vegetation	Open space	161 Ahutoetoe Road, Pine Valley	Totara (<i>Podocarpus totara</i>) and Kahikatea (<i>Dacrydium dacrydoides</i>) Kauri (<i>Agathus australis</i>) Other indigenous pioneer species	Semi-mature
106	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	Poplar (<i>Populus sp.</i>), mass planted Manuka (<i>Leptospermum scoparium</i>), Eucalypt (<i>Eucalyptus sp.</i>), Wattle (<i>Acacia sp.</i>) and the pioneer species such as Harakeke (<i>Phormium sp.</i>) and Tarata (<i>Pittosporum tenuifolium</i>)	Semi-mature
107	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	She Oak (<i>Casuarina cunninghamiana</i>)	Semi-mature





LEGEND

● Tree/Group of Trees

□ Designation Boundary

0 50 100
Meters

Appendix C – Clean conditions for NoR 2

[XXXX] New Milldale Station and Associated Facilities

Designation Number	[XXXX]
Requiring Authority	New Zealand Transport Agency
Location	Milldale
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

Purpose

To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes:

	- schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan

Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Overland Flow Path	Means a low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m ²
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

6.	Network Utility Operators (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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	
7.	Outline Plan (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; (viii) Network Utilities Management Plan; and (ix) Network Integration Management Plan.
8.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and

	(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

9.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
10.	Overland Flow Paths Where the project modifies an Overland Flow Path by either: (a) diverting the entry or exit point at the designation boundary; or (b) piping, or reducing its capacity; the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

12.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 12 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 15) and HHMP (Condition 26) and the CMP 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. (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; and (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 14 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; D. fences; and E. any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours; (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 29) and EMP (Condition 28). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, 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 Table 23-1 as far as practicable.

Table 23-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

24.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 22; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 22 and 23 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

26.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and (iii) fauna management plans (eg avifauna).

29.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 4 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 4. This may include: A. any opportunities to relocate listed trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures. (c) Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.
30.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
31.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (a) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	

32.

Station Noise

All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels at any residential site boundary, with reference to the New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound" and the New Zealand Standard NZS 6802:2008 "Acoustics - Environmental Noise."

Time	Noise level
Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L _{Aeq}
All other times	40dB L _{Aeq} 75dB L _{AFmax}

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

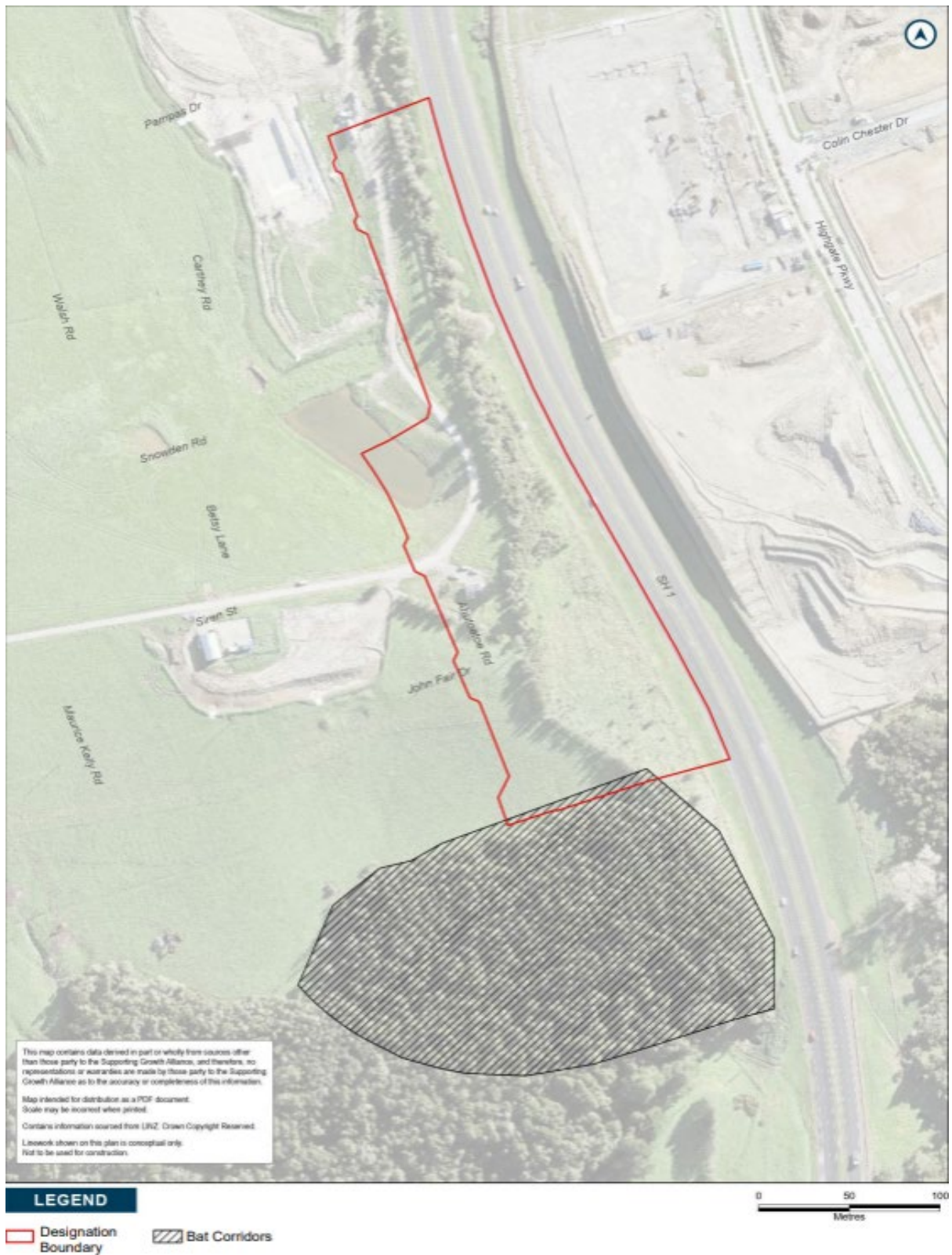
The proposed work is shown in the following Concept Plan and includes, but is not limited to:

- a. A new rapid transit station and facilities, including active mode and transport interchange facilities;
- b. Associated works including, accessways, bridges, embankments, retaining, culverts, stormwater management systems, lighting, utility services, landscaping;
- c. Changes to local roads, where the proposed work intersects with local roads; and
- d. Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified Biodiversity Areas



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Trees to be included in the Tree Management Plan

Tree number	Vegetation type	Protection	Location	Species	Age
106	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	Poplar (<i>Populus sp.</i>), mass planted Manuka (<i>Leptospermum scoparium</i>), Eucalypt (<i>Eucalyptus sp.</i>), Wattle (<i>Acacia sp.</i>) and the pioneer species such as Harakeke (<i>Phormium sp.</i>) and Tarata (<i>Pittosporum tenuifolium</i>)	Semi-mature
107	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	She Oak (<i>Casuarina cunninghamiana</i>)	Semi-mature



Appendix D – Clean conditions for NoR 3

[XXXX] New Pine Valley East Station and Associated Facilities

Designation Number	[XXXX]
Requiring Authority	New Zealand Transport Agency
Location	Pine Valley Road in Dairy Flat
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

Purpose

To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes:

	- schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan

Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Overland Flow Path	Means a low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m ²
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

6.	Network Utility Operators (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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	
7.	Outline Plan (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Utilities Management Plan; and (viii) Network Integration Management Plan.
8.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and

	(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

9.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
10.	Overland Flow Paths Where the project modifies an Overland Flow Path by either: (a) diverting the entry or exit point at the designation boundary; or (b) piping, or reducing its capacity; the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

12.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 12 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 15) and HHMP (Condition 26) and the CMP 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. (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; and (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 14 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; D. fences; and E. any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours; (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 28). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 28); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, 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 Table 23-1 as far as practicable.

Table 23-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

24.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 22; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 22 and 23 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	--

26.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk birds (excluding wetland birds), the EMP may include the following to achieve the objective: (i) timing of any Construction Works which may have adverse effects on Threatened or At-Risk birds (excluding wetland birds). Those Construction Works shall be undertaken outside the bird breeding season (September to February) where practicable; and (ii) where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and (iii) fauna management plans (eg avifauna).

29.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.						
30.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.						
Operational conditions							
31.	Station Noise All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels at any residential site boundary, with reference to the New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and the New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise.” <table border="1" data-bbox="320 1559 1259 1758"> <thead> <tr> <th>Time</th><th>Noise level</th></tr> </thead> <tbody> <tr> <td>Monday to Saturday 7am-10pm Sunday 9am-6pm</td><td>50dB L_{Aeq}</td></tr> <tr> <td>All other times</td><td>40dB L_{Aeq} 75dB L_{AFmax}</td></tr> </tbody> </table>	Time	Noise level	Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L _{Aeq}	All other times	40dB L _{Aeq} 75dB L _{AFmax}
Time	Noise level						
Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L _{Aeq}						
All other times	40dB L _{Aeq} 75dB L _{AFmax}						

Attachments

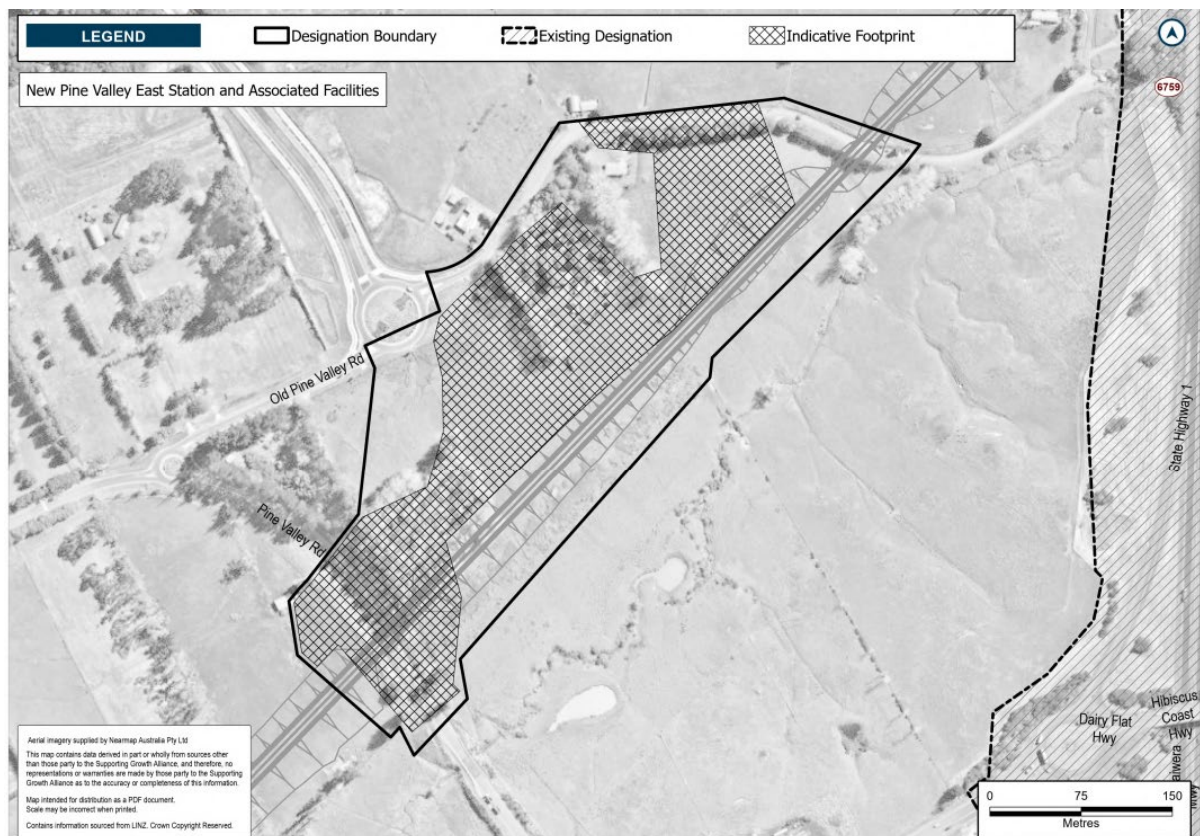
Schedule 1: General Accordance Plans and Information

Project Description

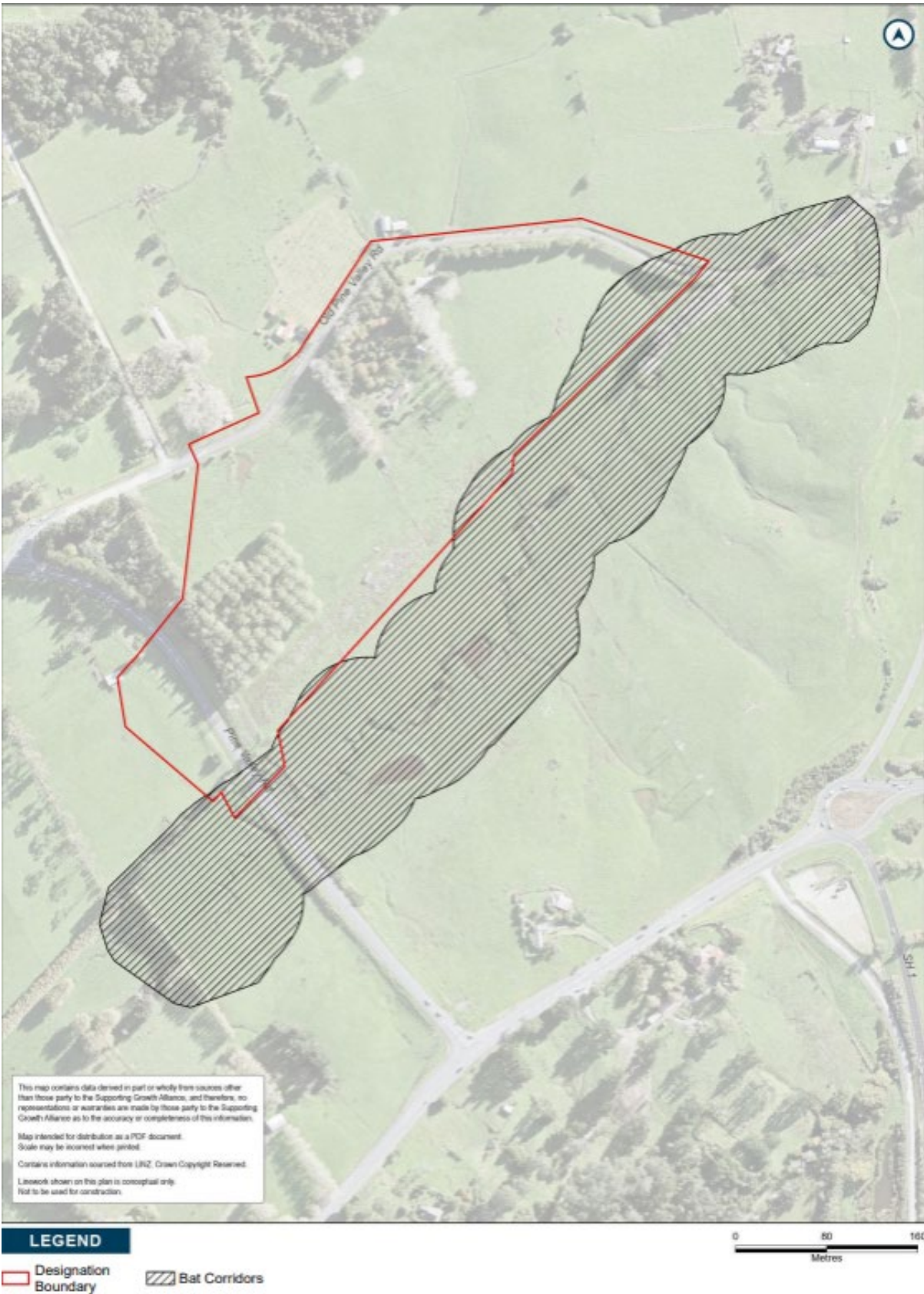
The proposed work is shown in the following Concept Plan and includes, but is not limited to:

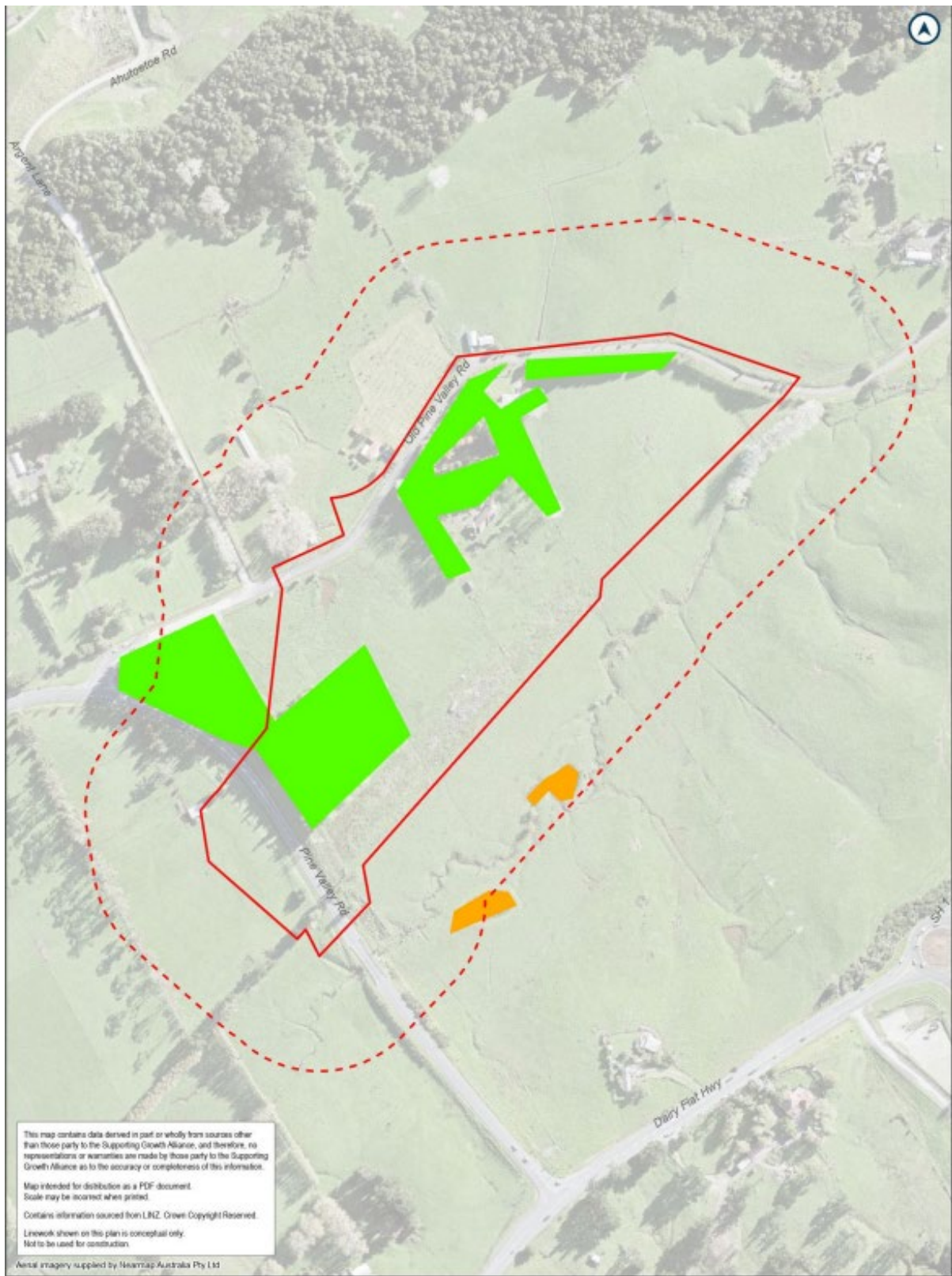
- A new rapid transit station and facilities, including active mode and transport interchange facilities;
- Associated works including accessway, park and ride facilities, bridges, embankments, retaining, culverts, stormwater management systems, lighting, utility services, landscaping;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works areas, construction traffic management and the re-grade of the site.

Concept Plan



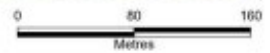
Schedule 2: Identified Biodiversity Areas





LEGEND

	Designation Boundary		Identified Biodiversity Areas for Wetland Avifauna		Identified Biodiversity Areas for Non-wetland Avifauna
	Buffer 100m		Unnamed Wetlands		Non-wetland Vegetation



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Appendix E – Clean conditions for NoR 4 (a)

6751 State Highway 1 – Albany

Designation Number	6751
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Greville Road interchange, Albany to Lonely Track Road, Albany
Rollover Designation	Yes
Legacy Reference	Designation 111, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

To construct, operate, maintain and improve the state highway, cycleway and / or shared path, and associated infrastructure.

Conditions

Northern Corridor Improvements Project

The following conditions apply to the area subject to the section 181 alteration to the designation for the Northern Corridor Improvements Project on State Highway 1 between the Greville Road Interchange to the vicinity of the Oteha Valley Road Interchange.

Acronym/Abbreviation	Full Term or Definition
AUP	Auckland Unitary Plan
BPO	Best Practicable Option, and in relation to the Traffic Noise conditions BPO is in accordance with s16 of the Resource Management Act 1991
Building-Modification Mitigation	Has the same meaning as in NZS 6806
CNV	Construction Noise and Vibration Conditions
CNVMP	Construction Noise and Vibration Management Plan
Council	Auckland Council
Commencement of construction or construction works	In all conditions which refer to 'commencement of construction', construction includes work such as earthmoving and earthworks excavation; and the construction, erection, installation, carrying out, alteration, repair, restoration, renewal, maintenance, extension, demolition, removal, or dismantling of any building or structure.
CTMP	Construction Traffic Management Conditions and Construction Traffic Management Plan
DC	General Designation Conditions
Design Year	Means 2031 in relation to the Traffic Noise conditions
FIH	International Hockey Federation
Habitable Space	Has the same meaning as in NZS 6806
HHCT	Harbour Hockey Charitable Trust

IHF	North Harbour Hockey Stadium Conditions
IIG	Iwi Integration Group
Key Stakeholders	Includes community groups, business groups, residents organisations, childcare groups, Council, Watercare Services Limited, Auckland Transport, Ministry of Education, Waste Management NZ Limited, the IIG, and local boards.
Landfill	Rosedale Closed Landfill
Major Construction Activity	For the purposes of the Noise and Vibration Conditions, means any construction activity that would result in an exceedance of the standards in CNV.3 and CNV.4
Noise Assessment	Means the <i>Traffic Noise and Vibration Assessment Report</i> submitted with the NoR
NZ 8606	Means New Zealand Standard NZS 6806:2010 <i>Acoustics – Road-traffic noise – New and altered roads</i>
ON	Operational Noise and Vibration Conditions
OP	Outline Plan as required under section 176A of the RMA
PPF	Protected Premises and Facilities and has the same meaning as in NZS 6806. For the purpose of these conditions they also include all dwellings in Stage 1 of the Colliston Rise subdivision where Building Consent or Resource Consent which authorises the construction of a dwelling has been granted
PPV	Peak Particle Velocity
Practical completion	Means completion of all construction works.
Project	The Northern Corridor Improvements Project.
Proposed Design	The design of the project as indicated on General Arrangements Sheets 1 – 2 (Revised Albany Busway Bridge – Rev J), 3 – 8 (Consent Issue – Rev H), 9 – 10 (Revised Alteration to Designation Boundary – Bluebird Reserve)
PTTMP	Public Transport Traffic Management Plan
RAMM	Road Assessment and Maintenance Management
RMA	Resource Management Act 1991
RWWTP	Rosedale Wastewater Treatment Plant
SCP	Stakeholder and Communications Plan and Stakeholder and Communications Plan Conditions
SSCNMP	Site Specific Construction Noise Management Plan
SSCVMP	Site Specific Construction Vibration Management Plan
Structural Mitigation	Has the same meaning as in NZS 6806. For the purpose of these conditions the structural mitigation measures are low noise road surface materials and noise barriers
SUP	Shared Use Path

Suitably qualified and experienced person	Means a person with a tertiary qualification in the field to which a particular condition relates; or having sufficient technical expertise that is at least equivalent; and having at least 5 years working experience, unless otherwise specified in the conditions.
Transport Agency	New Zealand Transport Agency
UDL	Urban Design and Landscape Conditions
UDLF	Urban Design and Landscape Framework
UDLP	Urban Design and Landscape Plan
Watercare	Watercare Services Limited
Work Area	For the purposes of the Noise and Vibration conditions, means any area where construction works associated with the Project are undertaken (e.g. all active works areas and construction support areas)

These conditions relate to the following designations:

EPA reference	Lapse period	Duration
Designations OR NOR		
NSP39/001 An alteration to a designation (Auckland Unitary Plan – Operative in Part 2016, Designation 6750) for the construction, operation and maintenance of a State highway, being the Auckland-Waiwera Motorway between Greville Road Interchange and the Sunset Road overbridge.	7 years	N/A
NSP39/002 An alteration to a designation (Auckland Unitary Plan – Operative in Part 2016, Designation 6751) for the construction, operation and maintenance of a State highway, being the Auckland Waiwera Motorway between Greville Road Interchange and Oteha Valley Road.	7 years	N/A
NSP39/003 An alteration to a designation (Auckland Unitary Plan – Operative in Part 2016, Designation 6756) for the construction, operation and maintenance of a State highway, being State Highway 18 between Albany Highway and State Highway 1.	7 years	N/A
NSP39/004 A designation for the construction, operation and maintenance of the Northern Busway adjacent to State Highway 1 from Albany Bus Station to Constellation Bus Station.	7 years	N/A
NSP39/005 A designation for the construction, operation and maintenance of a shared use path adjacent to State Highway 1 from Constellation Bus Station to Oteha Valley Road.	7 years	N/A
NAP39/006 An alteration to a designation (Auckland Unitary Plan – Operative in Part 2016, Designation 6758) for the upgrade of the Constellation Bus Station.	7 years	N/A

General Conditions

DC.1 Except as modified by the conditions below, and subject to final design, the Northern Corridor Improvements Project ('Project') shall be carried out in general accordance with:

- a. General arrangements drawings

Sheets 1 and 2, DRG 0201 – 0202, Rev J

Sheets 3 – 8, DRG 0203 – 0208, Rev H

Sheets 9 – 10, DRG 0209 – 0210, Rev I (Revised Alteration to Designation Boundary
– Bluebird Reserve)

Subject to the minor changes in relation to the State Highway 1 to State Highway 18 underpass and the Paul Matthews Road configuration as shown in Sheets NCI-R-1002-DG-108-A and NCI-R-1002-DG-0106A.

b. Typical cross sections

Sheets 1 to 9, DRG 0301 - 0309, Rev F

Sheet 10, DRG 0310, Rev C

c. *Plan and long section SH1 Mainline*

Sheets 1 – 7, DRG 0401 – 0407, Rev. A

Plan and long section SH18 Westbound

Sheets 1 – 4, DRG 0415 – 0418, Rev. A

d. *Civil structures*

DRG 1310 (Rev. C), and 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1365, 1370, 1375 (all Rev. B).

e. Stormwater layout plans

Sheets 1 – 10, DRG 1401 – 140, Rev B

f. Stormwater catchment plan

Sheets 1 – 10, DRG 1451 – 1460, Rev B

g. Conceptual construction water management plan

Sheets 1 – 10, DRG 1601 – 1610, Rev B

h. Erosion and sediment control standard details

Sheets 1 – 2, DRG 1620 - 1621, Rev A

i. The notice of requirement plans DRG 2001 Rev C, 2002 Rev C, DRG 2003-2008 Rev B, DRG 2009 Rev C, DRG 2010 Rev C and DRG 2011 Rev C.

DC.2 Where there is inconsistency between the General Arrangements referred to in Condition DC.1 above and these conditions, these conditions shall prevail.

DC.2A Where there are changes to layout and crossings the final design shall ensure that:

- the forecast delays on the Paul Matthews Drive and Caribbean Drive are no worse than a Level of Service E for any individual movement during the AM or PM peaks.
- The layout provides a safe and efficient passage through the intersection for users of the SUP. This connection should be grade separated or if at-grade be signal controlled.

DC.3 Conditions DC.8, ON.1-ON.11, OV.1, UDL.5A, UDL.13, UDL.14 and SCP.10 on this designation apply to the operational matters that are intended to address ongoing effects of the activities authorised by the designation or impose obligations that are required to be satisfied following practical completion of the Project. The other conditions on this designation are intended only

to apply to construction related activities. As soon as practicable after practical completion of the Project construction works, the Requiring Authority shall provide written notice of practical completion. Upon confirmation of receipt by the Council of the notice of practical completion, all conditions other than conditions relating to operational matters (i.e. DC.8, ON.1-ON.11, OV.1, UDL.5A, UDL.13, UDL.14 and SCP.10) shall cease to have effect.

DC.4 The Requiring Authority shall provide written notice to the Council on completion of the monitoring required by conditions UDL.5A. This condition shall cease to have effect from the date of this notice being received.

DC.5 The designation shall lapse if not given effect to within seven years from the date on which it is included in the Auckland Unitary Plan ('AUP').

DC.6 The outline plans ('OP') shall include the following plans for the relevant stage(s) of the Project:

- a. Construction Noise and Vibration Management Plan ('CNVMP') prepared in accordance with conditions CNV.1 to CNV.9;
- b. Construction Traffic Management Plan ('CTMP') prepared in accordance with conditions CTMP.1 to CTMP.5D; and
- c. Urban Design and Landscape Plan(s) ('UDLP') prepared in accordance with conditions UDL.1 to UDL.12.

The CNVMP, CTMP and UDLPs may be amended following the submission of the OP(s) if necessary to reflect any changes in design, construction methods, or management of effects.

Any amendments are to be discussed with and submitted to the Council for information without the need for a further OP process, unless those amendments once implemented would result in materially different effects to that described in the original CNVMP, CTMP, and UDLPs.

DC.7 Any OP(s) or plans may be submitted in parts or in stages to address particular activities or to reflect the staged implementation of the Project.

DC.8 As soon as practicable following completion of the construction of the Project, the Requiring Authority shall give notice in accordance with Section 182 of the Resource Management Act 1991 ('RMA') to the Council, for the removal of those parts of the designation that are not required for the long term operation, maintenance and mitigation of effects of the Project including from land within the Watercare Services Ltd ('Watercare') Designations 9310 and 9311, the Rosedale Closed Landfill ('Landfill') Designation 417 and other areas where infrastructure owned and operated by other organisations are located.

For the purpose of this condition as it relates to land within the Watercare Designations 9310 and 9311, the Requiring Authority shall remove the parts of its designation in general accordance with areas of land identified as 'Occupation During Construction' in the Aurecon Design Drawings:

- Auckland Northern Corridor Improvements SH1 and SH18 Land Requirement Plan #36, Drawing No. 250310-5DOC-1PRP-DRG-1855-A.

Any changes to the operational boundaries of the 'Land Required' and the 'Occupation during Construction' identified in Drawing No. 250310-5DOC-1PRP-DRG-1855-A shall be made following consultation with Watercare prior to any such change being implemented.

Construction Noise and Vibration (CNV)

For the purpose of the CNV conditions:

BPO – means the Best Practicable Option in accordance with s16 of the RMA

Major Construction Activity – means any construction activity that would result in an exceedance of the standards in CNV.3 and CNV.4

Work Area – means any area where construction works associated with the Project are undertaken all active works areas and construction support areas)

CNV.1 A CNVMP shall be prepared by a suitably qualified and experienced person, and shall be submitted as part of the relevant OP. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option ('**BPO**') for the management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the CNV conditions are not met following the adoption of the BPO.

The CNVMP shall be prepared in accordance with the requirements of Annex E2 of *New Zealand Standard NZS 6803:1999 'Acoustics – Construction Noise'* (NZS 6803:1999) and shall address the following matters as a minimum:

- (a) Description of the works, anticipated equipment/processes and their scheduled durations;
- (b) Hours of operation and duration for the Major Construction Activities;
- (c) The construction noise and vibration standards for the Project as set out in Tables CNV.A to CNV.B below;
- (d) Identification of affected occupied buildings and any other sensitive receivers (including unoccupied buildings) at each Work Area;
- (e) Management and mitigation options to be adopted for all works during the Project, including prohibition of tonal reverse alarms;
- (f) Minimum separation distances from receivers for plant and machinery where compliance with the construction noise and vibration standards are met;
- (g) A procedure for developing and implementing the Site Specific Construction Noise Management Plans ('**SSCNMPs**') and Site Specific Construction Vibration Management Plans ('**SSCVMPs**') (as required by conditions CNV.6, CNV.7 and CNV.8 below) forming part of this CNVMP;
- (h) Methods and frequency for monitoring and reporting on construction noise and vibration;
- (i) Procedures for engaging with stakeholders, notification of proposed construction activities and responding to noise and vibration complaints consistent with conditions SCP.1-SCP.16;
- (j) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration and procedures for the management of behaviours for all construction workers;
- (k) Contact details for the Project Manager (or nominee) and the Requiring Authority's

Project Liaison Person (phone and email addresses); and

(l) The process for identifying businesses which operate processes, machinery or equipment that may be unreasonably disrupted by construction vibration even where the project vibration standards are met. For any such businesses identified, a SSCVMP shall be prepared in accordance with CNV.8 and complied with.

CNV.2 Where construction noise is predicted to exceed the standards in CNV.3, at any location, and a traffic noise barrier will ultimately be required for the operational phase, the Requiring Authority shall implement the required traffic noise barrier at that location in accordance with the SSCNMP. In the event that it is not practicable to install the traffic noise barrier at the location for construction- related reasons, prior to the commencement of work, the Requiring Authority shall install the traffic noise barrier as soon as it is practicable to do so.

CNV.3 Noise arising from construction activities shall be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise and (subject to CNV.6) shall comply with the noise standards set out Table CNV.A:

Table CNV.A: Construction noise standards

Day	Time	LAeq	LAFmax
Residential Receivers			
0630h Monday to 0630h Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturdays 0630h Saturday to 0630h Sunday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sundays 0630h Sunday and Public Holidays to 0630h the following morning	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Industrial and commercial receivers			
All days	0730h – 1800h	70dB	--
	1800h – 0730h	75dB	--

CNV.4 Vibration arising from construction activities which may affect people and buildings 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 Category A vibration standards

Table CNV.B: Construction vibration standards for people and buildings

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

* For vibration, protected premises and facilities (PPFs) are defined as dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to condition CNV.7

CNV.5 Vibration arising from construction activities which may affect underground pipe work shall be measured in accordance with DIN4150-3:1999 *Structural vibration – Part 3: Effects of vibration on structures*, and (subject to condition CNV.7) shall comply with the vibration standards in Table CNV.C.

Table CNV.C: Construction vibration standards for underground pipe work

Pipe material	PPV (measured on the pipe)
Steel (including welded pipes)	100 mm/s
Clay, concrete, reinforced concrete, pre-stressed concrete, metal (with or without flange)	80 mm/s
Masonry, plastic	50 mm/s

CNV.6 A SSCNMP shall be prepared when construction noise is either predicted or measured to exceed the standards in Table CNV.A, except where the exceedance of the standards in Table CNV.A is no greater than 5 decibels and:

- a. For day time between 0700 and 2200 - the exceedance of the standards in Table CNV.A does not occur on more than 14 consecutive days in any rolling 8 week period; or
- b. For night time between 2200 and 0700 - the exceedance of the standards in Table CNV.A does not occur on more than 2 consecutive nights in any rolling 10 day period.

The objective of the SSCNMP is to set out the BPO for the minimisation of noise effects of the construction activity. The SSCNMP shall as a minimum set out:

- i. Construction activity location, start and finish dates;
- ii. The predicted noise level for the construction activity;
- iii. Noise limits to be complied with for the duration of the activity;
- iv. The mitigation options that have been selected and the options that have been discounted as being impracticable;
- v. The proposed noise monitoring regime; and
- vi. The consultation undertaken with owners and occupiers of sites subject to the SSCNMP, and how consultation outcomes have and have not been taken into account.

The SSCNMP shall be submitted to the Council for certification at least 7 working days in advance of Construction Works which are covered by the scope of the SSCNMP. If the Council does not respond within 5 working days (excluding time associated with requesting and receiving further information) then certification is deemed to have been given.

CNV.7 A SSCVMP shall be prepared when construction vibration is either predicted or measured to exceed the Category B standards in Table CNV.B and the standards in Table CNV.C. The objective of the SSCVMP is to set out the BPO for the minimisation of vibration effects of the construction activity. The SSCVMP shall as a minimum set out:

- a. The relevant construction activity location, start and finish dates;
- b. The predicted vibration level for the construction activity;
- c. The pre-condition surveys of buildings and pipe work which document their current condition and any existing damage;
- d. An assessment of each building and any pipe work to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid damage;
- e. The mitigation options that have been selected and the options that have been discounted as being impracticable;
- f. The proposed vibration monitoring regime;
- g. The methods adopted to minimise amenity effects on buildings which remain occupied during the works;
- h. The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account.

The SSCVMP shall be submitted to the Council for certification at least 7 working days in advance of Construction Works which are covered by the scope of the SSCVMP. If the Council does not respond within 5 working days (excluding time associated with requesting and receiving further information) then certification is deemed to have been given.

CNV.8 For any buildings identified in condition CNV.1(l), the Requiring Authority shall prepare an SSCVMP which shall include:

- a. Consultation with the owners and/or occupiers of sites identified to ascertain the sensitivity of processes, machinery or equipment to construction vibration;
- b. Construction vibration limits specific to the sensitive activities which must be complied with that will avoid unreasonable disruption of the businesses;
- c. Procedures and methods for monitoring compliance with the vibration limits established;
- d. A process for dealing with any disagreement which may arise, particularly in relation to the determination of specific vibration limits;
- e. The relevant construction activity location, start and finish dates;
- f. The mitigation options that have been selected and the options that have been discounted as being impracticable; and
- g. The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account.

CNV.9 If any damage to buildings or pipe work is shown to have occurred, by reference to pre- condition survey findings from CNV.7(c), as a result of vibration from the construction of the Project, any such damage shall be remedied by the Requiring Authority as soon as reasonably practicable subject to any associated asset and/or owner agreement.

Construction Traffic Management Plan

CTMP.1 A CTMP shall be prepared by a suitably qualified and experienced person and shall be submitted as part of the relevant OP.

CTMP.2 The purpose of the CTMP is to avoid or mitigate adverse effects on –traffic safety and efficiency resulting from the construction works, in order to:

- a. Protect public safety, including the safe passage of pedestrians and cyclists;
- b. Minimise delays to road users, pedestrians and cyclists, and particularly public transport at all times, especially bus travel times at peak traffic periods during weekdays (06:30 to 09:30 and 16:00 to 19:00); and
- c. Inform the public about any potential impacts on the road network.

CTMP.3 The CTMP shall be prepared using best practice (to better understand the effects of construction of the works subject of the OP on the affected road network), which may include the use of traffic modelling tools. Any such assessment shall be undertaken in consultation with Auckland Transport (including Auckland Transport Metro) and have the ability to simulate lane restrictions and road closures (unless otherwise agreed with Auckland Transport). The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented and any Auckland Transport comments not acted on provided with the final CTMP when submitted to the Council.

CTMP.4 The CTMP shall describe the methods for avoiding, remedying or mitigating the local and network wide transportation effects resulting from the Project works subject of the relevant OP, and shall address the following matters:

- a. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the Project (e.g. intersections/overbridges) and the use of staging to allow sections of the Project to be opened to traffic while other sections are still under construction;

- b. Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks);
- c. The numbers, frequencies, routes and timing of construction traffic movements;
- d. Traffic management measures to address and maintain traffic capacity and minimise adverse effects including, where applicable to the relevant OP:
 - i. Retaining the existing number of traffic lanes along SH1 (between Tristram Avenue and Oteha Valley Road);
 - ii. Retaining the extent of existing bus priority measures along SH1 (between the Albany Station and the Constellation Station), noting that the bus only on ramp from McClymonts Road and the bus only access to the Constellation Station may need to be temporarily closed. Any temporary closure will minimise adverse effects on buses and general traffic. The duration of any temporary closure shall be minimised as far as reasonably practicable;
 - iii. Retaining the existing number of through traffic lanes along SH18 between the Upper Harbour interchange and the Albany Highway interchange, noting that right turning movements to and from Paul Matthews Road may need to be temporarily closed. Any temporary closure will minimise adverse effects on buses and general traffic. The duration of any temporary closure shall be minimised as far as reasonably practicable;
 - iv. Retaining two traffic lanes on McClymonts Road, over SH1, noting that temporary restrictions to one lane or temporary full closures may be required; and
 - v. Retaining at least one traffic lane and one footpath on Rosedale Road, under SH1, except where: (a) night time or no earlier than 31 May 2019 weekend closures may be required for heavy civil works such as bridge or deck lifting. (This single traffic lane is to allow signalised one way traffic in alternate directions) and (b) the construction works are carried out in the period 2 January to 14 January when the full closure of Rosedale Road shall be permitted; and
 - vi. Maintaining pedestrian connectivity across SH18 via a controlled pedestrian and cycle crossing should the Alexandra Stream underpass be closed during construction.
- e. Measures to maintain existing vehicle access to private properties, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with Auckland Transport and the affected landowner; and
- f. Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours.
- g. Where applicable to the relevant OP, measures to ensure no more than 20 car parking spaces are removed from the Albany Park and Ride during the construction period unless otherwise provided for at an alternative nearby site agreed between Auckland Transport and the Requiring Authority during the construction of the Project.
- h. Include measures to avoid road closures, and the restriction of vehicle, cycle and pedestrian movements. Where there may be:
 - i. A restriction of cycle and pedestrian connectivity to schools, consultation with the Ministry of Education shall be undertaken; and
 - i. A restriction on access to Waste Management NZ Limited ('WMNZ') from Rosedale Road,

consultation with WMNZ shall be undertaken.

- i. Identify alternative routes for over-dimension and over-weight vehicles where these routes are affected during construction and consult with Auckland Transport and the freight industry (including affected local businesses) on the alternative routes or closures.

Public Transport Traffic Management Plan

CTMP.5 The CTMP shall include a specific Public Transport Traffic Management Plan ('PTTMP'). The PTTMP (and any amendments) shall be prepared in consultation with Auckland Transport. The purpose of the PTTMP is to define the process for identifying and managing the potential adverse effects of the Project on bus services. More specifically, the PTTMP shall address those road network/bus routes/bus services which interface with SH1, SH18, and the Busway, and which may be affected by the construction of the Project, in such areas as:

- a. Delays to services and reliability;
- b. Increased journey distances and/or duration;
- c. Frequency of services;
- d. Loss of service/replacement services; and
- e. The procedures and timeframes needed for planning and communicating any road network/bus routes/bus services changes with Auckland Transport (and its bus operators) and customers.

CTMP.5A For each of the above matters, the Requiring Authority shall develop and agree with Auckland Transport acceptable performance thresholds that shall be met to agreed key destinations, having regard to:

- a. Staging of the Project works;
- b. Duration of the Project works;
- c. Time of day/night that the works are conducted;
- d. Convenience to public transport patrons;
- e. Safety;
- f. Public transport patronage.

CTMP.5B The performance thresholds shall be developed with specific acknowledgement of the necessary temporary closure of: the bus only on ramp at McClymonts Road; the bus only access to the Constellation Station; and the right turn movements to and from Paul Matthews Road.

CTMP.5C The performance thresholds for the specified road network/bus routes/bus services shall be monitored by the Requiring Authority, using, where appropriate, data provided by Auckland Transport. The methods and frequency for the monitoring of the performance thresholds (and the reporting of the outcome of the monitoring) shall be agreed between the Requiring Authority and Auckland Transport.

CTMP.5D Where the monitoring undertaken demonstrates that the performance thresholds are not being met, then traffic management measures shall be reviewed by the Requiring Authority (in

consultation with Auckland Transport). In order to achieve the thresholds, such a review shall include, amongst other things:

- a. The staging of the construction activity;
- b. Methods to provide further prioritisation of bus services on certain routes;
- c. Methods to provide bus priority beyond the site(s) of the construction activity;
- d. The provision of additional or revised bus services to respond to delays/frequency of service;
- e. The measures to communicate changes to the road network/bus routes/bus services to the community.

Local roads used for heavy vehicle access to construction areas

CTMP.6 Prior to the commencement of construction of the works subject of the relevant OP, the Requiring Authority shall:

- a. Identify all access points from the Project construction areas accessing onto the local road network;
- b. Confirm existing levels of traffic using the road to which the proposed site access points relate;
- c. Estimate proposed construction vehicle volumes;
- d. Identify, in consultation with Auckland Transport, a monitoring programme to be implemented for the duration of construction of the Project (or relevant Project stage) to validate the construction vehicle volumes identified in (c)

CTMP.6A At least four weeks prior to the commencement of construction works identified in CTMP.6, the Requiring Authority shall submit to Auckland Transport, a RAMM visual condition assessment including a high-definition video and Pavement Strength Testing of the following:

- a. Where the construction site access point is onto an arterial road, the expected tracking curves of construction vehicles entering/ exiting via the relevant construction site access points; and
- b. Where the construction site access point is onto a local road between the access point(s), along the local road(s) to arterial road(s) and including the expected tracking curves of construction vehicles entering/ exiting the arterial road(s)

CTMP.6B At least two weeks prior to the Project construction works identified in condition CTMP.6 commencing, the Requiring Authority shall arrange a meeting with Auckland Transport to discuss and agree the findings of the RAMM visual condition assessment and the results of Pavement Strength Testing. The purpose of the meeting is to agree on any measures needed (if any) to manage the effects of construction traffic on the physical condition of the road(s), including limiting the volume of heavy vehicles, physical works to strengthen the road pavement before use or repairing/maintaining the road(s) in the event of damage attributable to the Project.

CTMP.6C Subject to condition CTMP.6B, the Requiring Authority shall undertake a weekly inspection of the matters identified in condition CTMP.6A or upon any complaints received, and a final inspection within one week of ceasing using each access point for construction. The inspections shall record photographic or video evidence of any damage on the road(s) and provide this to Auckland Transport upon request.

CTMP.6D Any damage identified as attributable to the Project by an appropriately qualified and experienced person in the areas identified by the inspections required in condition CTMP.6C shall be repaired within one week or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Requiring Authority and shall be to the satisfaction of Auckland Transport.

Traffic noise (operation)

ON.1 For the purposes of conditions ON.2 to ON.11:

- a. BPO – means the Best Practicable Option in accordance with s16 of the RMA;
- b. NZ 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads (“NZS 6806”);
- c. Building-Modification Mitigation – has the same meaning as in NZS 6806
- d. Habitable Space – has the same meaning as in NZS 6806;
- e. Noise Assessment – means the Assessment of Operational Noise and Vibration submitted with the NoR;
- f. Major Construction Activity - means any construction activity that would result in an exceedance of the standards in CNV.3 and CNV.4
- g. PPFs – means Protected Premises and Facilities and has the same meaning as in NZS 6806. For the purpose of these conditions they also include all dwellings in Stage 1 of the Colliston Rise subdivision where Building Consent or Resource Consent which authorises the construction of a dwelling has been granted;
- h. Structural Mitigation – has the same meaning as in NZS 6806. For the purpose of these conditions the structural mitigation measures are low noise road surface materials and noise barriers;
- i. Work Area - means any area where construction works associated with the Project are undertaken (e.g. all active works areas and construction support areas); and
- j. The Design Year means 2031.

Structural mitigation

ON.2 Subject to conditions ON.7 and ON.7A, the Requiring Authority shall design and construct the Project to ensure that the predicted noise levels for the Proposed Design (contained in Appendix A to these conditions) are not exceeded by more than 2dB at any PPF.

Advice Note:

The predicted noise levels for the Proposed Design (including the full noise barrier along Upper Harbour Highway as recommended in the JWS) are contained in Appendix A.

ON.3 The Requiring Authority shall implement the following Structural Mitigation:

- a. Open Graded Porous Asphalt (or other low-noise road surfaces with equal or better noise reduction performance) on all sections of the Project except where a higher friction (for safety) or stronger surface is required; and
- b. The following noise barriers and heights shall be provided:
 - Southern side of SH18
 - i. From the corner formed by the off ramp from SH1 to Upper Harbour Highway, westwards to the corner of Caribbean Drive and Upper Harbour Highway, height 2.4m.
 - ii. From Caribbean Drive westwards to approximate chainage 1280, height 2.4m.

- iii. From chainage 1280 to 1410 approximately, height 4m.
- iv. From chainage 1555 to 1765 approximately, height 2.4m.
- v. From chainage 1880 to 1950 approximately, height 2.4m.

Northern side of SH18

- vi. 40m long in front of the childcare centre in Saturn Place, height 2.4m.
- vii. 50m long in front of the childcare centre in Omega Street, height 2.4m.

In the event that the Requiring Authority proposes to change any of the requirements of (a) and (b) above, it shall provide documentation from a suitably qualified and experienced acoustics specialist to the Council demonstrating that condition ON.2 will continue to be complied with.

ON.4 Within twelve months of completion of construction of the Project, the Requiring Authority shall prepare and submit a report to the Council which demonstrates compliance with conditions ON.2 and ON.3. The report shall be prepared by a suitably qualified and experienced acoustics specialist and shall contain a description of, and the results from, a computer noise model of the Project as constructed.

The report shall include the results of field measurements at a minimum of six representative PPFs within the Project. The results of the noise level monitoring shall be used to verify the computer noise model.

Field measurements shall be in accordance with NZS 6806.

ON.5 The noise barriers shall be maintained so that they retain their designed noise reduction performance.

ON.6 The low noise road surfaces shall be maintained so that they retain their noise reduction performance as far as practicable.

Building-Modification Mitigation

ON.7 Prior to construction of each stage of the Project, a suitably qualified acoustics specialist approved by the Council shall identify those PPFs where, following implementation of the Structural Mitigation measures, either:

- a. Both of the following occur:
 - i. A noise level increase of more than 2dB will occur due to road-traffic noise from the Project (determined by comparing the predicted noise levels for the final design with the predicted noise levels for the Do-nothing option as contained in Appendix A to these conditions); and
 - ii. Habitable spaces are expected to receive in excess of 45dB LAeq(24hr) from motorway operational noise with windows closed, in the Design Year;

or

- b. Noise levels are greater than 67dB LAeq(24hr) (assessed in accordance with NZS6806).

For those PPFs that (a) or (b) apply to, the Requiring Authority shall set out options as to what Building Modification Mitigation are available to achieve 40 dB LAeq(24hr) for habitable spaces using the process set out in Conditions ON.8 to ON.11.

Where sites contain PPFs that are subject to resource consents requiring noise attenuation, this condition shall only apply to the extent that Project noise exceeds the noise level predicted when the resource consent was granted.

ON.7A Prior to Major Construction Activity in the relevant Work Area, the Requiring Authority shall write to the owner of that PPF requesting entry to assess the noise reduction performance of the existing building envelope. If the owner agrees to entry within 3 months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building and assess the noise reduction performance of the existing building envelope and determine what Building-Modification measures are required to achieve an operational noise level of 40 dB L Aeq(24h) for habitable spaces.

ON.8 For each PPF identified under condition ON.7, the Requiring Authority is deemed to have complied with condition ON.7A if:

- a. The Requiring Authority's acoustics specialist has visited and assessed the PPF; or
- b. The 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 owner did not agree to entry within three months of the date of a Requiring Authority letter seeking entry for assessment purposes (including where the owner did not respond within that period); or
- d. The owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project or after reasonable time has not responded.

If any of (b) to (d) above applies to a PPF identified under condition ON.7, the Requiring Authority is not required to implement Building-Modification Mitigation to that PPF.

ON.9 Subject to condition ON.8, within three months of the assessment required by condition ON.7A, the Requiring Authority shall write to the owner of each PPF identified under condition ON.7 advising:

- a. If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and
- b. The options for Building-Modification Mitigation to the building, if required; and
- c. That the owner has twelve 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.

ON.10 Once an owner has confirmed which Building-Modification Mitigation option is preferred, the mitigation shall be implemented by the Requiring Authority, including obtaining any Council consents, within a mutually agreeable and reasonable timeframe, and where practicable, prior to a Major Construction Activity commencing in the relevant Work Area.

ON.11 Where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with condition ON.10 if:

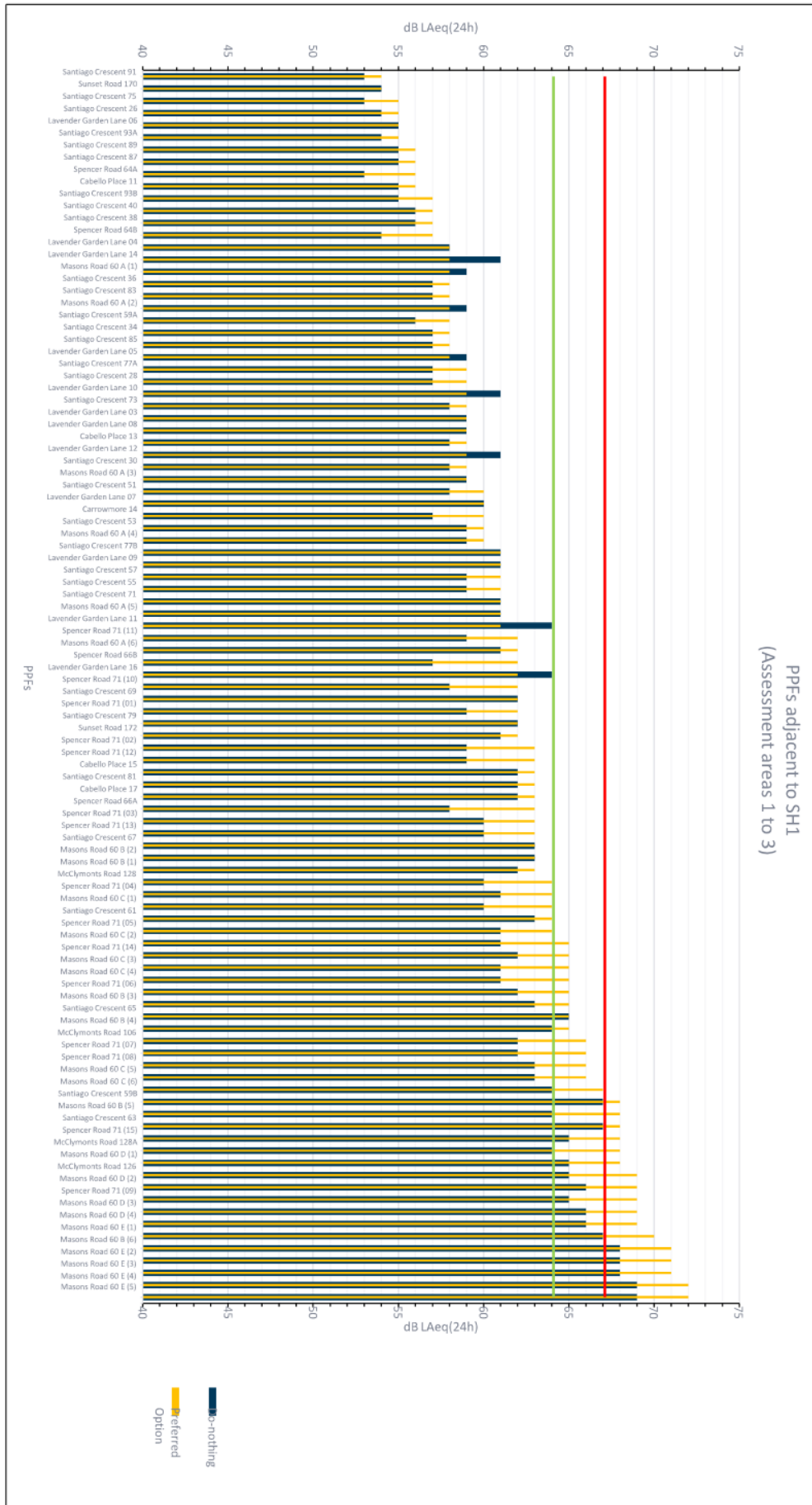
- a) The Requiring Authority has completed Building-Modification Mitigation to the PPF; or
- b) An alternative agreement for mitigation is reached between the Requiring Authority and the owner, and that mitigation option has been completed; or
- c) The owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with condition ON.9 (including where the owner did not respond within that period).

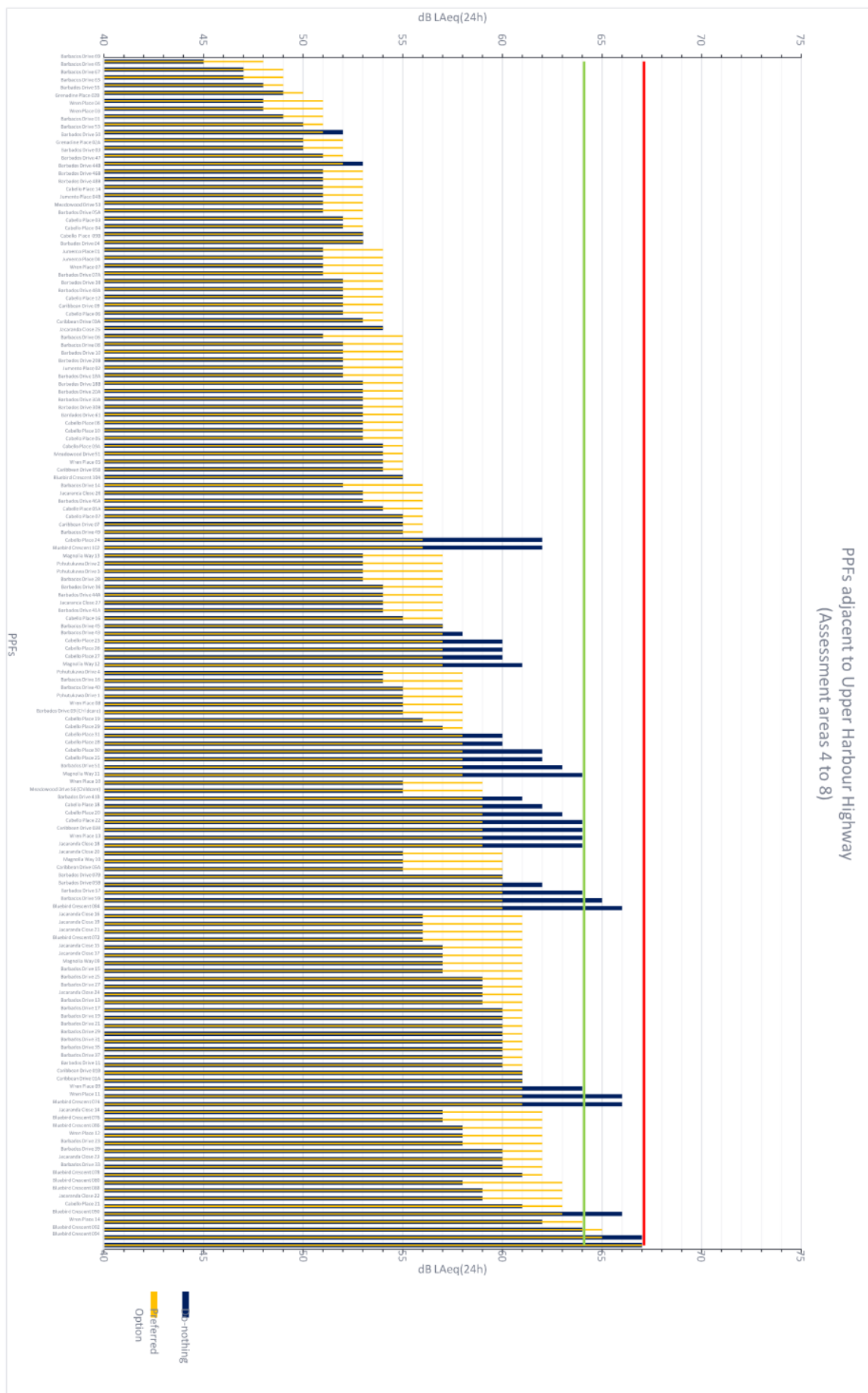
Operational Noise Conditions

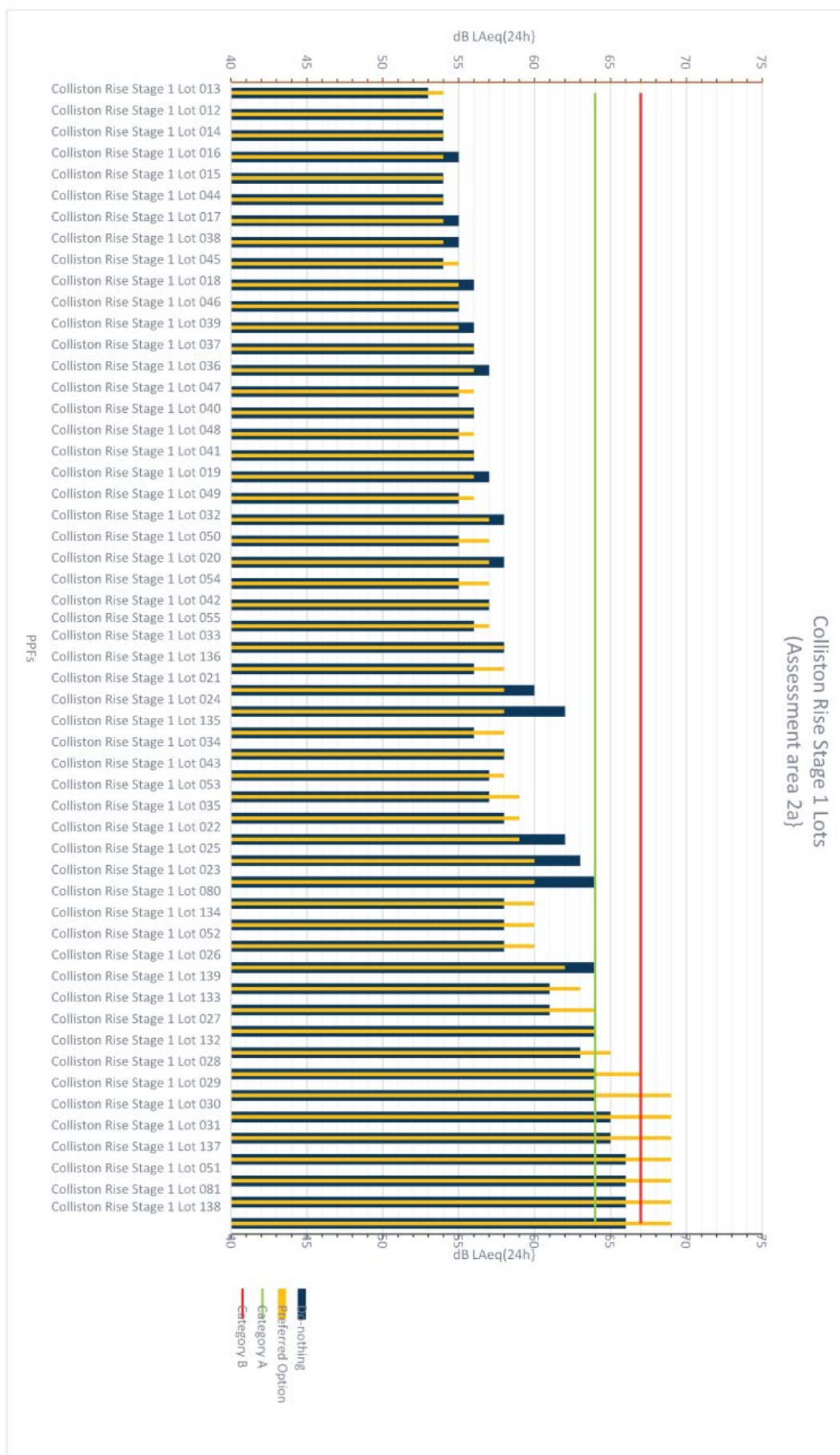
Appendix A

The following graphs show predicted noise levels for all PPFs identified in accordance with ON.2, and are based on the following factors:

- a) All noise levels are predicted for the design year (2031), with all structural mitigation (noise barriers and low noise road surface) implemented.
- b) All predictions are for the highest floor of each building.
- c) For Colliston Rise Stage 1, the predictions are for a nominal location 3 metres from the western boundary of each Lot, at a height of 4.5 metres above ground level, representing the second floor level.
- d) Predictions are sorted from lowest to highest for the Proposed Design.







Operational Vibration

OV.1 Vibration generated by traffic shall comply with Class C of Norwegian Standard NS8176.E:2005 *Vibration and Shock* – Measurement of vibration in buildings from land-based transport and guidance to evaluation of its effects on human beings in any lawfully established occupied building.

In the event that there is a complaint about vibration in any lawfully established occupied building, the Requiring Authority shall, subject to land owner approval, investigate whether:

- a. The vibration complies with the Standard; and
- b. It is caused by defects in the motorway.

If the vibration does not comply with the Standard and is caused by defects in the motorway, the Requiring Authority shall rectify the defects so that the Standard is complied with in the building that is the subject of the complaint.

Urban Design and Landscape

UDL.1 The Requiring Authority shall submit an Urban Design and Landscape Plan ('**UDLP**') to the Council as part of the OP required under section 176A of the RMA.

UDL.2 The purpose of the UDLP is to outline:

- c. The methods and measures to avoid, remedy and mitigate adverse effects on landscape amenity during the construction phase of the Project;
- d. The requirements for the Project's permanent landscape mitigation works; and
- e. The landscape mitigation maintenance and monitoring requirements.

UDL.3 The UDLP shall be prepared by a suitably qualified and experienced person in accordance with:

- a. The NZ Transport Agency's *Urban Design Guidelines: Bridging the Gap* (2013) or any subsequent updated version
- b. The NZ Transport Agency's P39 Standard Specification for Highway Landscape Treatments (2013).

UDL.4 The Outcomes Sought set out in Chapters 5 and 6 of the UDLF (Revision 3) shall be given effect to through the UDLP in relation to the following matters:

- a. Urban design and landscape treatment of all major structures, including bridges, underpasses, retaining walls and noise walls and barriers;
- b. Urban design and landscape treatment of the new structures at Constellation and Albany Bus Stations;
- c. Integrated landscape treatment of permanent stormwater management ponds, wetlands

and swales;

d. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/cycle bridges or underpasses; and

e. Design and treatment options on or adjacent the following properties:

i. The western most residences at 60B Masons Road that overlook the proposed Albany Busway overbridge;

ii. Lots 25, 26, 27 and 28 in Colliston Rise, directly adjacent to the proposed retaining walls;

iii. 33, 35, 37, 39, 41B, 43, 45, 49, 51, 57, 59 Barbados Drive, and 9, 11, 13 and 14 Wren Place and

iv. The solid 2m high wall on the edge of the SUP adjacent to the Waste Management Ltd facility at 117 and 123 Rosedale Road.

f. Design and maintenance of lighting, including on the carriageways, bridges and other structures, busway, and shared use paths

g. Detailed design of the shared use path, busway and flyover adjacent to the Kiwi Storage Ltd site, with the object of minimising any adverse visual effect on that site, as far as practicable

UDL.5 The Requiring Authority shall undertake mitigation and enhancement planting in general accordance with the requirements of Sections 5 and 6 of the UDLF (Rev. 3). The UDLP shall include details of proposed mitigation planting including as follows:

a. Identification of vegetation to be retained, protection measures, and planting to be established along cleared edges;

b. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods;

c. The proposed staging of planting in relation to the construction programme, including provision for planting within each planting season following completion of works in each stage of the Project and detailed specifications relating to (but not limited to) the following:

i. Weed control and clearance;

ii. Pest animal management;

iii. Ground preparation (topsoiling and decompaction);

iv. Mulching;

v. Plant sourcing and planting, including hydroseeding and grassing; and

d. Details of a proposed maintenance and monitoring programme.

UDL.5A The Requiring Authority shall maintain and monitor the mitigation and enhancement planting for a minimum of 4 years following the planting being undertaken. The Requiring Authority shall monitor the planting in accordance with the programme required by condition UDL.5(d),

including monitoring for any patches in planted areas greater than 4m² where there is multiple plant failure (either stunted growth or death) and replant these areas as necessary.

UDL.6 The UDLP shall include a Reserve Reinstatement Plan for the following reserves (or parts thereof) directly affected by the construction works:

- a. Rook Reserve;
- b. Arrenway Reserve; and
- c. Meadowood Reserve.

Advice Note

Appendix A to the Board of Inquiry Decision illustrates the location of affected reserves.

UDL.6A The Reserve Reinstatement Plans shall be prepared in consultation with Council Parks and shall include the following details (as appropriate to the subject reserve):

- a. Removal of structures, plant and materials associated with construction;
- b. Replacement of boundary fences to the same or similar type to that removed;
- c. Reinstatement of grassed areas to a similar condition as existed prior to construction;
- d. Replacement of trees and other planting removed for construction on a one-for-one basis (or as otherwise agreed with Council Parks); and
- e. Details of way finding interpretation signage within and adjacent to the reserve.

UDL.6B The Rook Reserve Reinstatement Plan shall be prepared in consultation with Council Parks and shall include the following details:

- a. A level grassed area minimum dimensions of 30m by 30m suitable for informal ball games;
- b. A 10m by 10m level surface located adjacent to the stormwater pond, with the dual function of providing for occasional use by stormwater pond maintenance machinery and a single basketball hoop and half court, located at the eastern end of the pond;
- c. Amenity and screen planting along the boundary of the reserve with State highway 18;
- d. Details of the proposed access around the stormwater pond for maintenance, including any additional necessary hard stand areas;
- e. Grassed slopes (where possible) at the upper levels of the reserve to allow passive surveillance from neighbouring residential properties (with scattered amenity trees);
- f. All grassed areas are to have a slope of no more than 1:5 to allow for mowing, with steeper gradients to be landscaped;
- g. Re-contouring and landscaping of the remainder of the reserve, including features such as walkways and seating; and

h. Prior to commencement of construction on the reserve, the existing fitness equipment in Rook Reserve is to be removed and replaced with three new equivalent pieces of equipment in Barbados Reserve.

UDL.6C In addition to the Reserve Reinstatement Plans above, the UDLP shall in relation to the Landfill provide boundary fencing, replace any trees and landscaping equivalent to those removed or affected by the construction of the retaining wall, provided that any landscaping does not compromise sightlines required for the new motorway and / or busway and/or the shared use path.

UDL.7 A draft of the UDLP shall be submitted to the Council Urban Design Advisory Panel for comment before finalisation and submission with any OP in accordance with Condition UDL.1.

UDL.8 All work shall be carried out in accordance with the UDLP.

UDL.9 For the purpose of staging works, the Requiring Authority may prepare staged or site specific UDLPs. The Requiring Authority shall consult with the Council about the need and timing for any site-specific or staged UDLPs.

UDL.10 The Requiring Authority may submit amendments to the UDLP to the Council. Any works in accordance with the amended UDLP shall not commence until the process under section 176A of the RMA has been completed in relation to those aspects of the UDLP that are being amended.

UDL.11 The UDLPs shall be prepared in partnership with the Transport Agency Central Northern Iwi Integration Group ('IIG'). This consultation shall commence at least 30 working days prior to submission of each UDLP to the Council. Any comments and inputs received from the IIG shall be clearly documented within the UDLP, along with a clear explanation of where any comments or suggestions have not been incorporated and the reasons why.

UDL.12 Any UDLP that includes land within the Watercare Designations 9310 and 9311 shall be prepared in consultation with Watercare Services Limited.

Alexandra Stream Underpass

UDL.13 The Requiring Authority shall implement the following measures to address public safety concerns associated with the Alexandra Stream Underpass:

- a. Path realignment of the southern entrance to the underpass to suit a minimum cyclist design speed of 15km/h, provided realignment works do not impact the Alexandra Stream;
- b. Improved lighting within the underpass; and
- c. Inclusion of CCTV within the underpass.

UDL.14 The measures outlined in UDL.13 shall be designed and implemented in consultation with Council Parks, Bike Auckland and Auckland Transport.

Paul Matthews Road Bridge

UDL.15 During the detailed design phase of the Paul Matthews Road Connection, the Requiring Authority shall consult Bike Auckland on the layout and detailed design of the shared use path.

Stakeholder and Communications Plan ('SCP')

SCP.1 The Requiring Authority shall appoint a community liaison person for the duration of the construction phase of the Project to be the main point of contact for persons affected by the Project.

SCP.2 The Requiring Authority shall ensure that the contact details (phone, postal address, and email address) of the community liaison person and the details of the complaints process set out in Condition SCP.12 are:

- a. Included in the SCP required under Condition SCP.3;
- b. Advertised in the relevant local newspapers and community noticeboards prior to the commencement of the Project;
- c. For each Project stage, included in a leaflet to be issued to all properties within that Project stage contained within the 45 dB LAeq Contour (Residential Night) as shown on the Construction Noise Mark Up drawings contained at Appendix E of the Assessment of Construction Noise and Vibration (9 December 2016) prior to the commencement of the relevant Project stage;
- d. Provided at the community events required under Condition SCP.6 and
- e. Included within the Requiring Authority's website pages for the Project.

SCP.3 At least two months prior to the commencement of construction works for the relevant OP, the Requiring Authority shall submit a SCP to the Council.

SCP.4 The Requiring Authority shall provide a draft SCP to the Council for comment at least three months prior to the commencement of construction. In finalising the SCP, the Requiring Authority shall detail how comments received from the Council have been addressed.

SCP.5 The purpose of the SCP is to set out the procedures for communicating with the affected communities and key stakeholders throughout the construction period including types and regularity of engagement events and the methods proposed to avoid, remedy or mitigate, as far as practicable, disruption to residents, businesses and schools as a result of construction activities.

SCP.6 The SCP shall contain the following:

- a. Communication methods for informing the affected community of construction progress, including the expected duration of the works and proposed hours of operation outside normal working hours and Project contact details;
- b. Identification of key stakeholders including community groups, business groups, residents' organisations, childcare groups, the Council, Auckland Transport, Watercare, Ministry of Education, Waste Management NZ Limited, the Melanesian Mission and St Johns Trust Board, the IIG and the Local Boards;
- c. Consultation processes to reach the affected communities and key stakeholders in order to foster good relationships and to provide opportunities for learning about the Project and detail on when each of these processes will be used; and

- d. Business and education disruption management processes.

SCP.7 The consultation processes required under SCP.6(c) shall provide for, as a minimum, the following:

- a. At least two months prior to construction commencing for the relevant Project stage, provision of an inaugural community information event or events, to explain the Project and outline the process to review and comment on Project mitigation and UDLPs;
- b. Briefings for key stakeholders (including emergency services, business associations, local boards and road user groups) at least quarterly, and ahead of all major milestones or road closures;
- c. Regular consultation events or information days, held as appropriate, but at least once per month when construction works are taking place, to provide the opportunity for the affected communities to have input into the Project.
- d. Targeted community events at least one month prior to construction commencing in each of the following Work Areas:
- SH1/SH18 interchange;
 - SH18 realignment;
 - Rook Reserve;
 - Rosedale Road;
 - Constellation and Albany Bus Stations; and
 - McClymonts Road (including Albany Busway Bridge).
- e. Notification of consultation events and information days to the public and community groups.
- f. Publication and circulation of records from consultation events and information days.
- g. A requirement for the Requiring Authority to ensure that appropriate personnel attend both the stakeholder and community events to explain the Project programme and staging, how the effects are proposed to be managed and to respond to any questions.
- h. A requirement to produce a draft report summarising the main points arising from each consultation event, reporting on any social impacts unforeseen effects of the Project, along with recommendations on the measures to mitigate those effects. The Requiring Authority shall ensure that a copy of the draft report is provided to the Council and to meeting attendees within 10 working days of the event to provide an opportunity for feedback. Feedback will be provided within 5 working days of receiving the draft report.
- i. A requirement to finalise and circulate the consultation summary report within 5 working days of receiving feedback.

SCP.8 The events required under condition SCP.7(b), shall:

- a. Provide regular updates on Project progress, in particular advanced notice of upcoming works including closures and traffic management plans.
- b. Enable the effects of Project construction on the community (including businesses) to be monitored by providing regular forums through which information about the Project can be provided.
- c. Enable opportunities for feedback on proposed construction impact measures.
- d. Enable the affected communities and key stakeholders the opportunity to provide feedback on the development of, and any material changes to the UDLPs.
- e. Enable opportunities for concerns and issues to be reported to and responded to by the Requiring Authority, including opportunities for updates to the SCP.

SCP.9 The business and education disruption management processes required under condition SCP.6(d) shall include details of the measures to be implemented to avoid, remedy or mitigate, as far as reasonably practicable, disruption to businesses and education facilities as a result of construction activities including:

- a. Measures to maximise opportunities for customer and service access to businesses that will be maintained during construction;
- b. Measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction; and
- c. Other measures to assist businesses to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking or parking options for access and delivery.
- d. Measures to enable ongoing pedestrian and cycle connectivity to education facilities during the Project.

SCP.10 The Requiring Authority shall implement the SCP for the duration of the construction works and for six months following practical completion of the Project.

SCP.11 The SCP shall be reviewed six monthly for the duration of the construction works and updated as required. Any updates to the SCP shall be provided to the key stakeholders and reported at the events required under condition SCP.7(c)

Complaints process

SCP.12 Prior to the commencement of construction, the Requiring Authority shall establish a 24 hour toll free telephone number and an email address for receipt of complaints from the community. The 24 hour toll free telephone number shall be answered at all times and shall be maintained for the duration of the Project.

SCP.13 At all times during construction work, the Requiring Authority shall maintain a permanent register of any complaints received relating to the construction works, including the full details of the complainant and the nature of the complaint.

SCP.14 The Requiring Authority shall respond to any complaint within 24 hours of receipt of the complaint, except where an immediate hazard is present or where the complaint relates to

construction noise or vibration, in which case the Requiring Authority shall use its best endeavours to respond immediately. A formal written response shall be provided to the complainant and the Council within 10 days of complaint receipt.

SCP.15 For the period of the construction of the Project, the Requiring Authority shall maintain a written complaints register containing the following information:

- a. The details of the complainant;
- b. The nature of the complaint;
- c. The investigations undertaken into the complaint; and
- d. Any remedial actions undertaken to address the complaint.

SCP.16 The Requiring Authority shall keep a copy of the complaints register required under SCP.15 on site and shall provide a copy to the Council once a month and more frequently upon request

Greenwich Way Shops

SCP.17 At least two weeks prior to the closure of the off-ramp from SH18 onto Unsworth Drive, the Requiring Authority shall, in consultation with the Greenwich Way shop owners and operators and if requested by those owners and operators:

- a. Provided that all necessary approvals can be obtained from the road controlling authority, install wayfinding signage at the junction of Barbados Drive and Unsworth Drive; and
- b. Advertise the range of services, location and trading hours of the Greenwich Way shops by:
 - i. Undertaking a leaflet drop to all properties contained between SH18, Caribbean Drive, Sunset Road and Albany Highway; and
 - ii. Placing advertisements in the relevant local newspapers.

SCP.18 The Requiring Authority shall carry out the actions required by Condition SCP.17 (a) and (b) at least two weeks prior to closure of the off ramp from SH18 onto Unsworth Drive and repeat the advertising required by Condition SCP.17 (b) once a month for three months following the first leaflet drop and newspaper advertisements.

SCP.19 At least two months prior to the closing of the off ramp from SH18 onto Unsworth Drive the Requiring Authority shall, in consultation with the Greenwich Way shop owners and operators, and if requested by those owners and operators, provide advice and assistance to those owners and operators to prepare a business/marketing plan for their premises,

International Hockey Facility

IHF.1 Unless otherwise agreed between the Requiring Authority and the Harbour Hockey Charitable Trust, prior to any works commencing within any part of the North Harbour Hockey Facility lease area, the Requiring Authority shall, in consultation with Harbour Hockey Charitable Trust, relocate the North Harbour Hockey facility on an equivalent basis. This shall include the following elements:

- a. Three water-based artificial hockey pitches with all fields to meet equivalent current

International Hockey Federation ('**FIH**') design standards as existing fields;

- b. One grass pitch (or land prepared for installation of a fourth artificial hockey pitch);
- c. A pavilion building of similar size, quality and finish that provides clubrooms, function rooms, changing rooms, and other amenities consistent with those at the existing North Harbour Hockey Facility but shall be designed to meet current FIH and building code standards; and
- d. Lighting, car parking, public address system, storage sheds, dug-outs, and associated other facilities consistent with those at the existing North Harbour Hockey Facility.

If the replacement facility is located proximate to the existing satellite sand based pitch within Rosedale Park, suitable access from the replacement facility to the existing sand based pitch will be provided. In the event that the new hockey facility is not located sufficiently close to the existing satellite sand pitch (which is in Rosedale Park to the north of the existing North Harbour Hockey Facility) to enable convenient access, an equivalent sand based pitch shall be provided as part of the replacement facility.

If agreed with HHCT, relocation to the new North Harbour Hockey Facility may be undertaken in stages.

SH1 Improvements Project

The following conditions apply to the SH1 Improvements Project outlined in Schedule 1 of these conditions, located between just south of Ōteha Valley Road and Lonely Track Road as per Figure 1 and take precedence over any existing conditions.

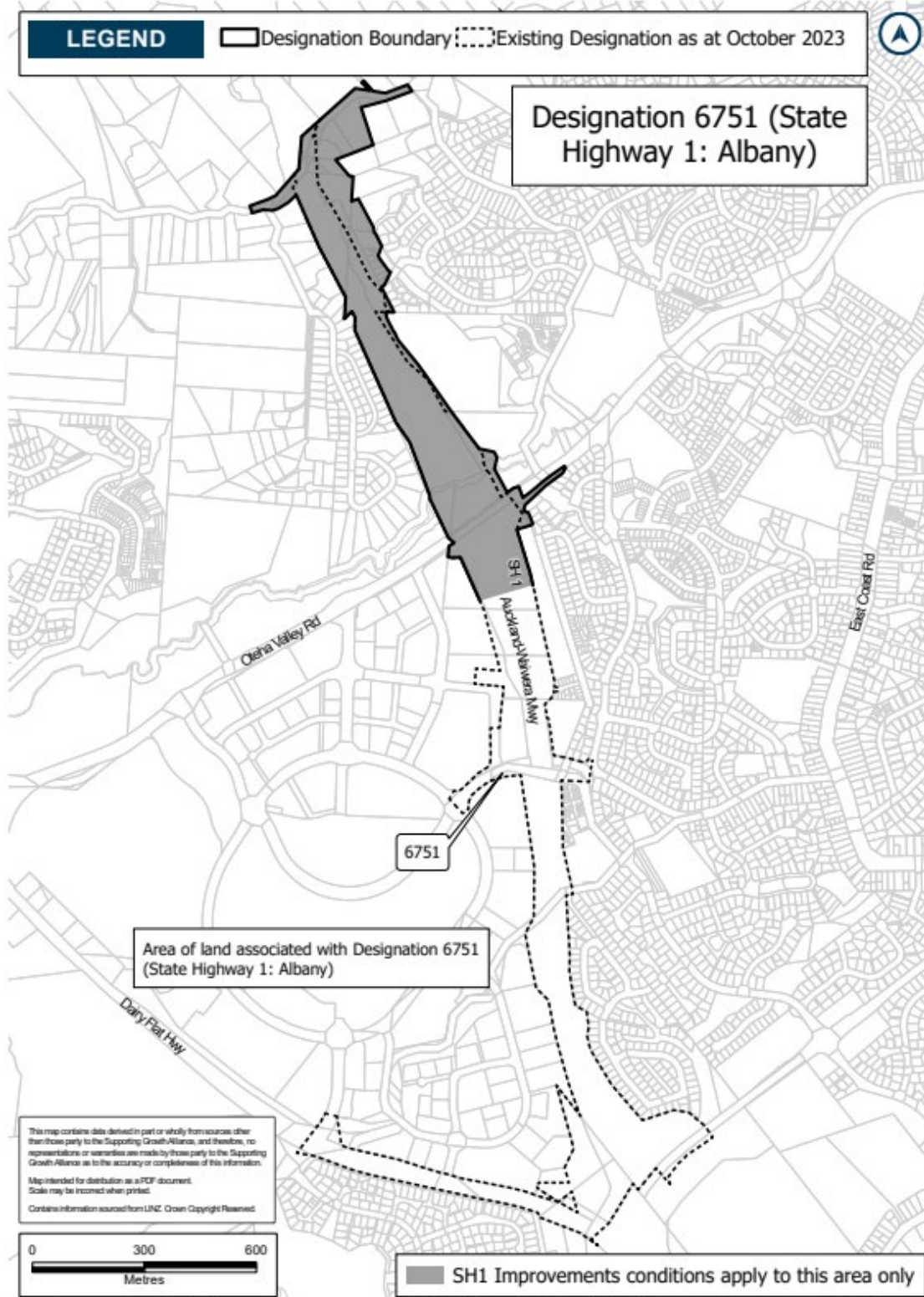


Figure 1: Designation 6751 – Extent of designation where SH1 Improvements conditions apply

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 25
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and

	(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Ara Hills, Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups;

	(e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5.	Network Utility Operators and Auckland Council Parks (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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 (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; (viii) Network Utilities Management Plan; and (ix) Network Integration Management Plan.
7.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 8: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (8)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;

	(e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and (f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

8.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
9.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property from roads that are not a state highway will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

10.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 10 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
11.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

12.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 13) and HHMP (Condition 24) and the CMP referred to in Condition 18; 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; and (d) Conditions 12(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
13.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 12 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

14.	(a) To achieve the objective set out in Condition 13, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

15.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 24); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; and D. fences. (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 27) and EMP (Condition 26). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 26) and TMP (Condition 27); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

16.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
17.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

18.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

19.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

20.

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 20-1 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	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 20-1 is not practicable, the methodology in Condition 23 shall apply.

21.

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 Table 21-1 as far as practicable.

Table 21-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

(b) Where compliance with the vibration standards set out in Table 21-1 is not practicable, the methodology in Condition 23 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.

(d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

22.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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 20 and 21 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 20) and/or vibration standards (Condition 21) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

23.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 20; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 21. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 20 and 21 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

24.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 12 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 12). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

25.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 25(a)(i) and that effects are likely in accordance with Condition 25(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 26 for these areas (Confirmed Biodiversity Areas).
26.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 25) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of native herpetofauna, the EMP may include the following to achieve the objective: (i) a description of the methodology and timing for survey, trapping and relocation of lizards rescued; (ii) a description of the relocation site(s), including: A. any measures to ensure the relocation site remains available; and B. the scope and timeframe for any weed and pest management needed to support the relocation site as appropriate habitat; (iii) a post vegetation clearance search for remaining lizards; and (iv) any proposed monitoring. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and (iii) fauna management plans (eg avifauna).

27.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 4 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 4. This may include: A. any opportunities to relocate listed trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 15); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures. (c) Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.
28.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
29.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	

30.	Low Noise Road Surface (a) Asphaltic mix surface shall be implemented within 12 months of Completion of Construction of the project. (b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
	Traffic Noise For the purposes of Conditions 31 to 44: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 5: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation; (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories; (k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (l) Structural Mitigation – has the same meaning as in NZS 6806.
31.	The Noise Criteria Categories identified in Schedule 5: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 44 (all traffic noise conditions). 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.
32.	As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 5: Identified PPFs Noise Criteria Categories.
33.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
35.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
36.	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 12 months of Completion of Construction.

37.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
38.	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 12 months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
39.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 38 above if: (a) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) the building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) the building owner did not agree to entry within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 38 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.
40.	Subject to Condition 39 above, within six months of the assessment undertaken in accordance with Condition 38, 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 LAeq(24h) inside habitable spaces; (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.
41.	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.
42.	Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 if: (a) the Requiring Authority has completed Building Modification Mitigation to the building; (b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; (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 39 (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.
43.	Within 12 months of Completion of Construction of the project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager for information.
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments

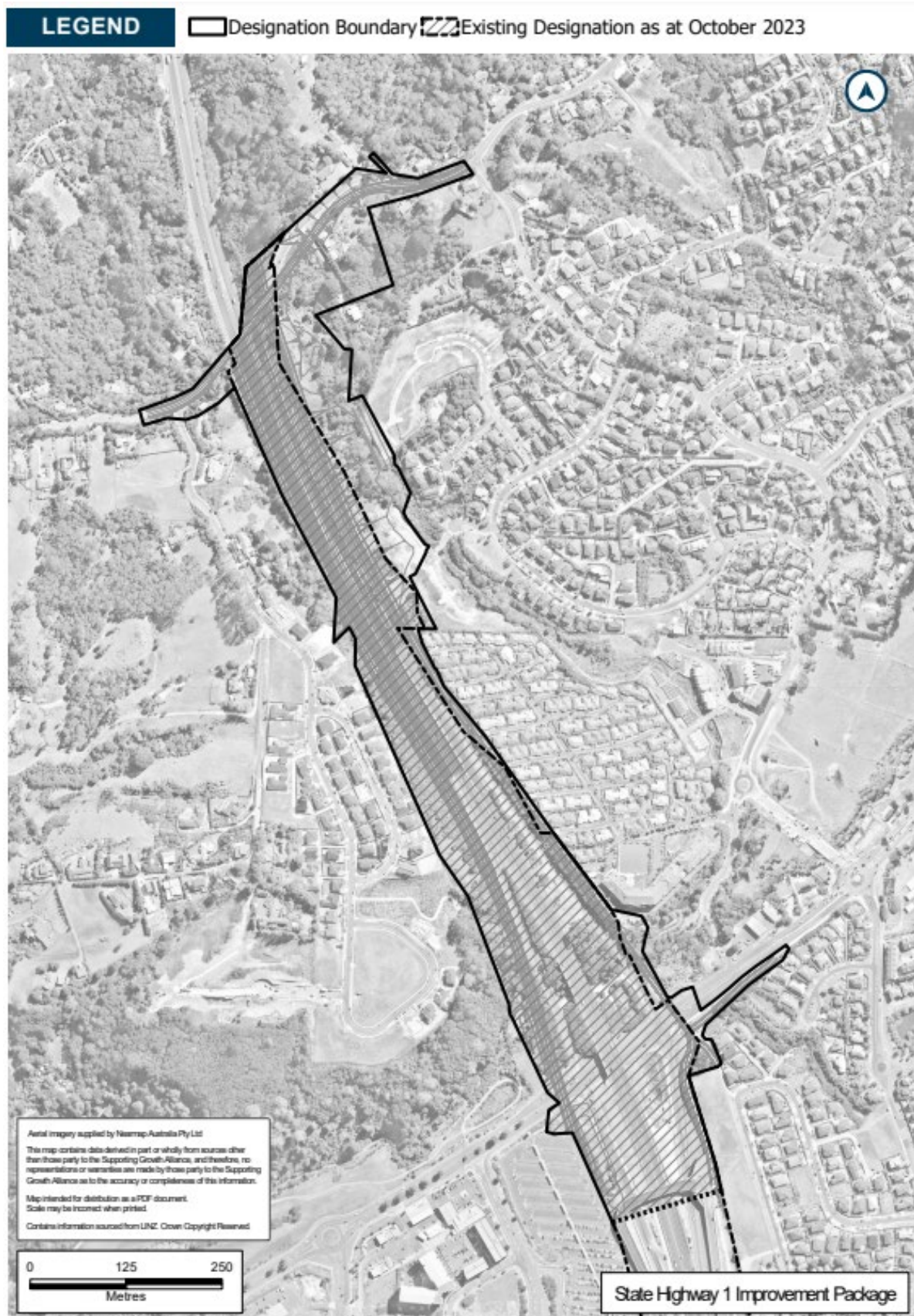
Schedule 1: General Accordance Plans and Information

Project Description

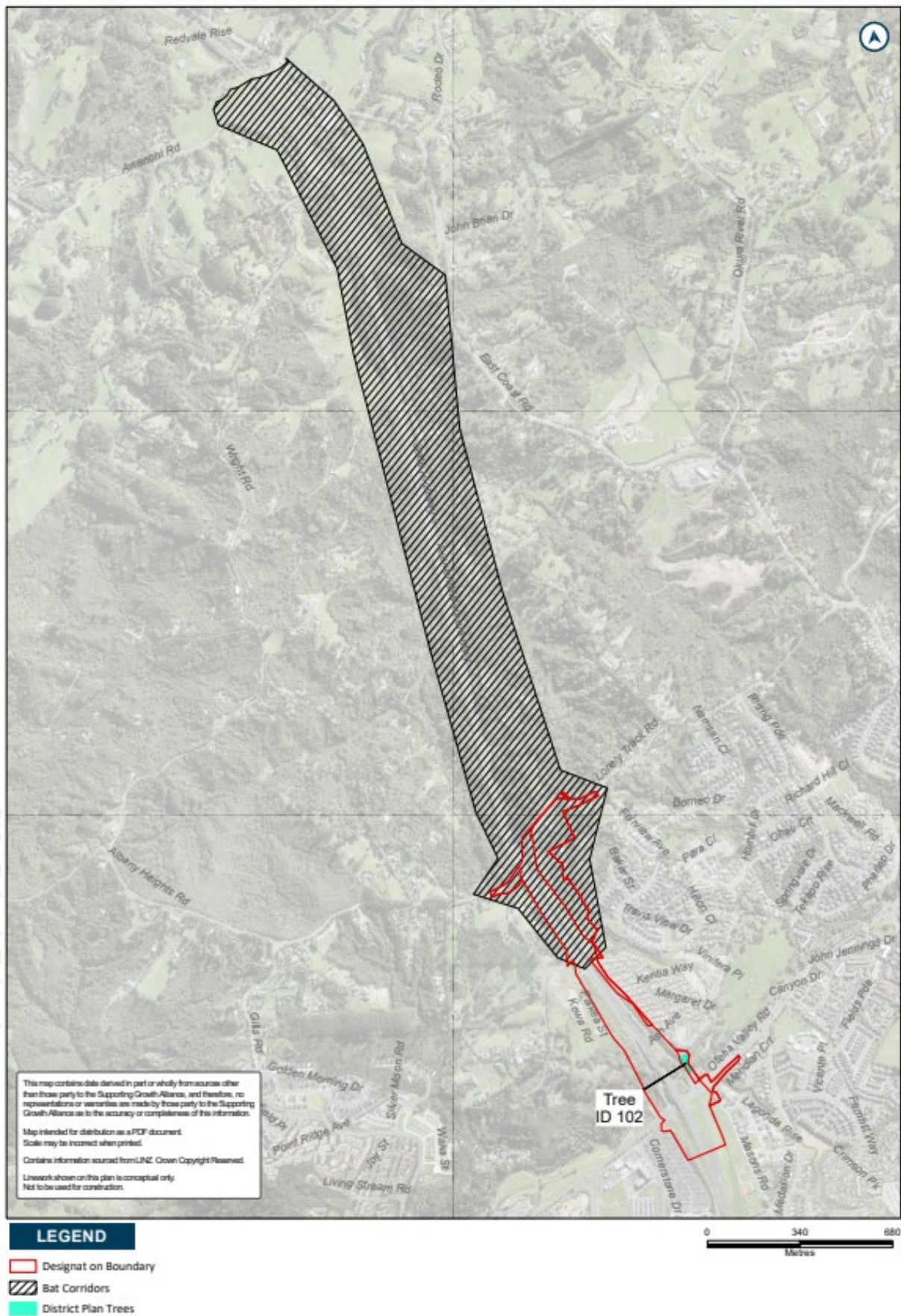
The proposed work is to construct, operate and maintain improvements to State Highway 1 in North Auckland between Ōteha Valley Road in Albany and Grand Drive in Ōrewa, including active mode facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes, but is not limited to:

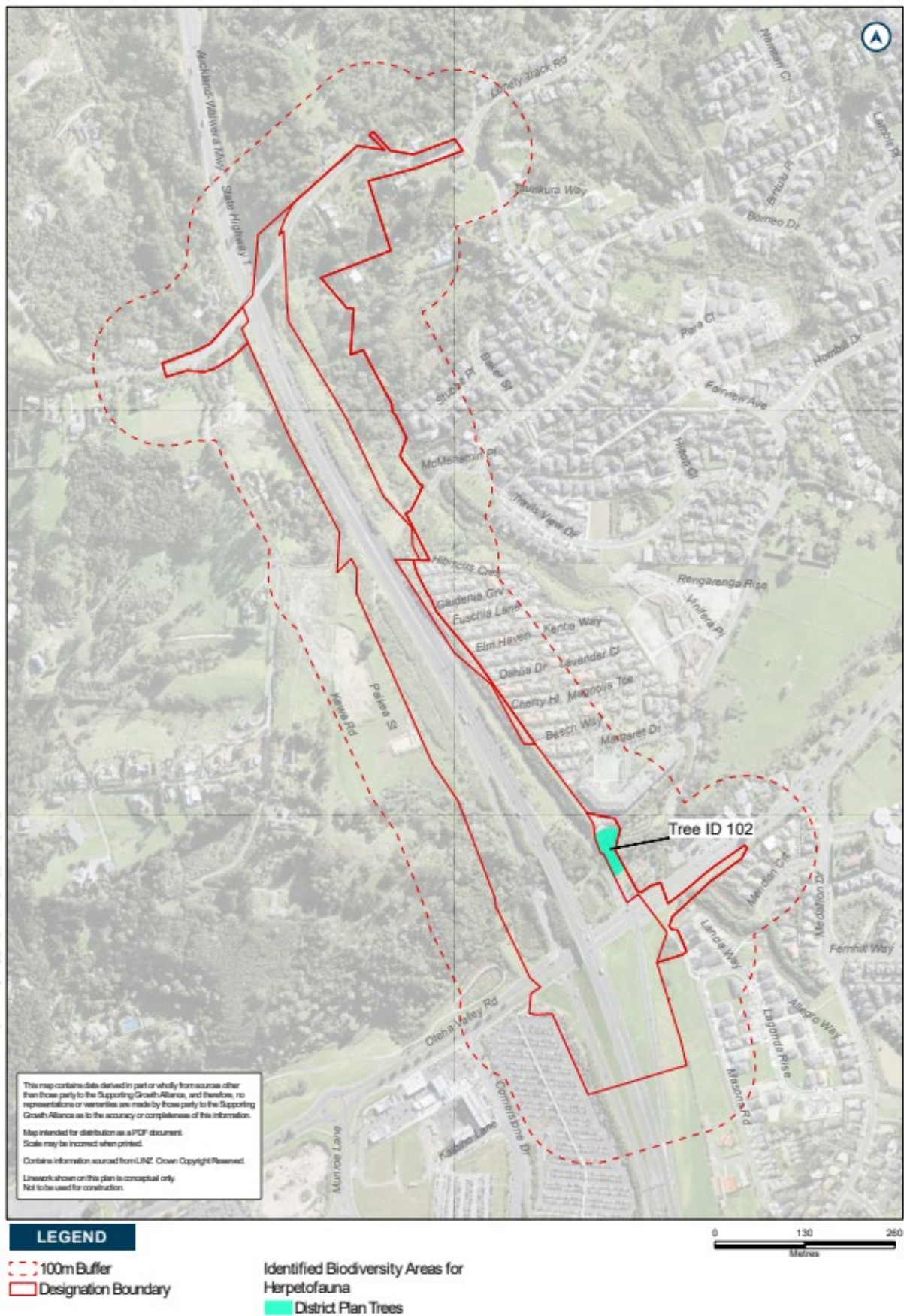
- a) An improved transport corridor that includes:
 - i. Widening to provide three lanes northbound and southbound, from just south of Lonely Track Road to Silverdale Interchange with the opportunity to use the additional lanes as bus priority lanes and/or managed lanes;
 - ii. A new cycleway and/or shared path between Albany and Ōrewa;
- b) Associated infrastructure and works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems, landscaping;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities, including earthworks, vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of the site.

Concept Plan



Schedule 2: Identified Biodiversity Areas





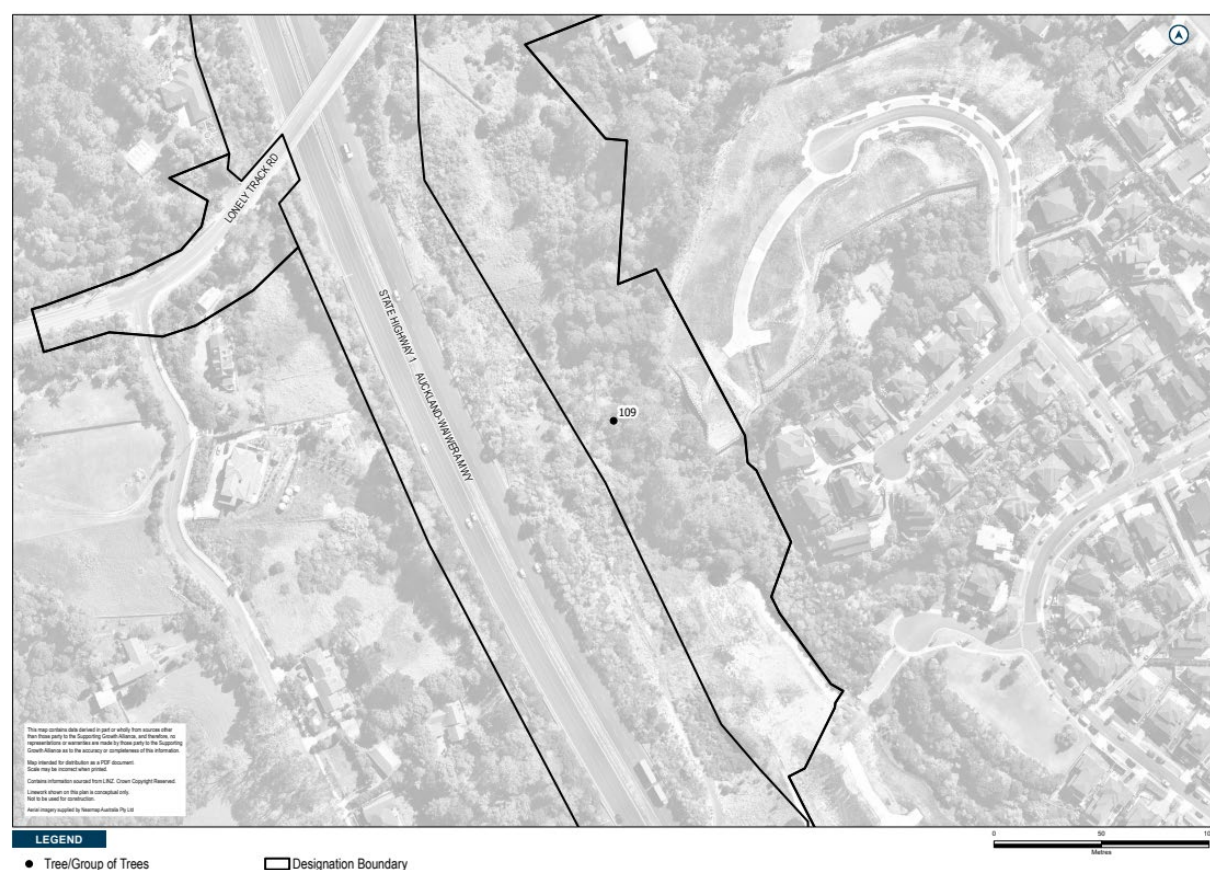
Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Trees to be included in the Tree Management Plan

Tree number	Vegetation type	Protection	Location	Species	Age
102	Indigenous and exotic vegetation	Open space	R21 Fairview Avenue	Manuka (<i>Leptospermum scorparium</i>), Mapou (<i>Myrsine australis</i>), Mahoe (<i>Melicytus ramiflorus</i>), Taupata (<i>Coprosma robusta</i>), Totara (<i>Podocarpus totara</i>), Ponga (<i>Dicksonia sp.</i>)	Semi-mature to mature
109	Indigenous and exotic vegetation	Open space	6R Baker Street, Fairview Heights	Kanuka (<i>Kunzea ericoides</i>), Manuka (<i>Leptospermum scorparium</i>), with pest plant species including Gorse and Woolly Nightshade Other indigenous pioneer species	Semi - mature





Schedule 5: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
23 Cherry Hill	Altered	A
24 Cherry Hill	Altered	A
28 Dahlia Drive	Altered	A
29 Dahlia Drive	Altered	A
32 Dahlia Drive	Altered	A
33 Dahlia Drive	Altered	A
34 Dahlia Drive	Altered	A
35 Dahlia Drive	Altered	A
36 Elm Haven	Altered	A
37 Elm Haven	Altered	A
38 Elm Haven	Altered	A
39 Elm Haven	Altered	A
40 Elm Haven	Altered	A
41 Elm Haven	Altered	A
43 Elm Haven	Altered	A
44 Elm Haven	Altered	A
46 Fuschia Lane	Altered	A
47 Fuschia Lane	Altered	A
48 Fuschia Lane	Altered	A
49 Fuschia Lane	Altered	A
50 Fuschia Lane	Altered	A
51 Fuschia Lane	Altered	A
52 Fuschia Lane	Altered	A
53 Fuschia Lane	Altered	A
54 Fuschia Lane	Altered	A
55 Fuschia Lane	Altered	A
56 Gardenia Grove	Altered	A
57 Gardenia Grove	Altered	A
59 Gardenia Grove	Altered	A
60 Gardenia Grove	Altered	A
61 Gardenia Grove	Altered	A
62 Hibiscus Crescent	Altered	A
63 Hibiscus Crescent	Altered	A
64 Hibiscus Crescent	Altered	A
65 Hibiscus Crescent	Altered	A

66 Hibiscus Crescent	Altered	A
67 Hibiscus Crescent	Altered	A
68 Hibiscus Crescent	Altered	A
69 Hibiscus Crescent	Altered	A
70 Hibiscus Crescent	Altered	A
71 Hibiscus Crescent	Altered	A
5 Kewa Road	Altered	C
9 Kewa Road	Altered	A
15 Kewa Road	Altered	B
21 Kewa Road	Altered	B
21 Kewa Road	Altered	B
25 Kewa Road	Altered	C
29 Kewa Road	Altered	A
31 Kewa Road	Altered	A
33 Kewa Road	Altered	B
35 Kewa Road	Altered	C
37 Kewa Road	Altered	C
39 Kewa Road	Altered	C
42 Kewa Road	Altered	A
145 Lonely Track Road	Altered	A
196 Lonely Track Road	Altered	A
190D Lonely Track Road	Altered	A
1 Paieka Street	Altered	A
2 Paieka Street	Altered	A
3 Paieka Street	Altered	C
4 Paieka Street	Altered	A
5 Paieka Street	Altered	C
6 Paieka Street	Altered	A
7 Paieka Street	Altered	C
8 Paieka Street	Altered	A
9 Paieka Street	Altered	C
11 Paieka Street	Altered	B
13 Paieka Street	Altered	B
15 Paieka Street	Altered	B
17 Paieka Street	Altered	A
19 Paieka Street	Altered	A
21 Paieka Street	Altered	A

23 Paikea Street	Altered	A
25 Paikea Street	Altered	A
11 Stubbs Place	Altered	A

Appendix F – Clean conditions for NoR 4 (b)

6759 State Highway 1 – Silverdale

Designation Number	6759
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Silverdale interchange to Wainui Road bridge, Silverdale
Rollover Designation	Yes
Legacy Reference	Designation 401, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

To construct, operate, maintain and improve the state highway, cycleway and / or shared path, and associated infrastructure.

Conditions

SH1 Improvements Project

The following conditions apply to the SH1 Improvements Project outlined in Schedule 1 of these conditions, located between Silverdale Interchange and Wainui Road Bridge, Silverdale as per Figure 1.

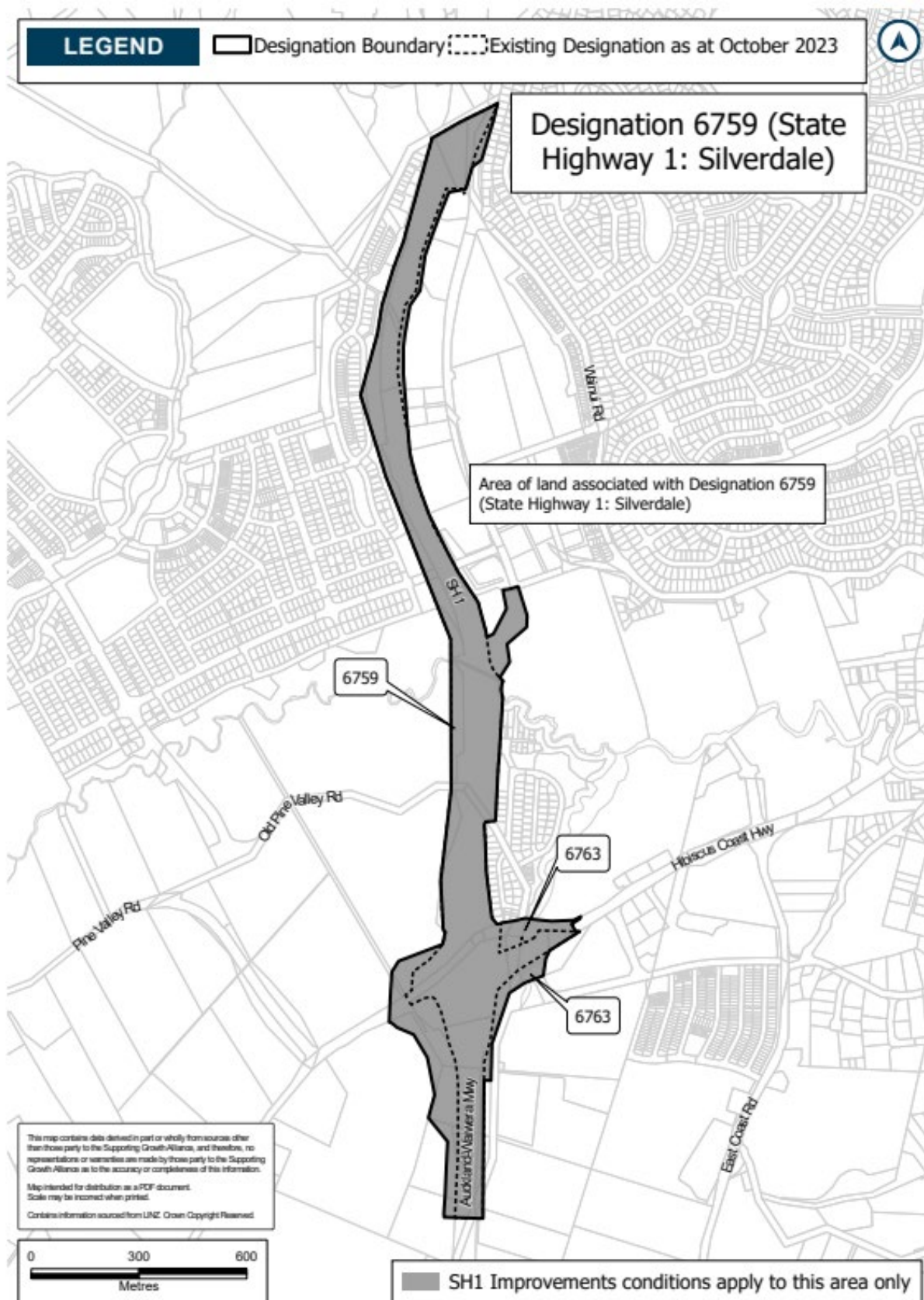


Figure 1: Designation 6759 – Extent of designation where SH1 Improvements conditions apply

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 25
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and

	(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamatera (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Ara Hills, Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups;

	(e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5.	Network Utility Operators and Auckland Council Parks (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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 (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Utilities Management Plan; and (viii) Network Integration Management Plan.
7.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 8: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (8)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and

	(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

8.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
9.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property from roads that are not a state highway will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

10.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 10 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
11.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

12.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 13) and HHMP (Condition 24) and the CMP referred to in Condition 18; 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; and (d) Conditions 12(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
13.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 12 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

14.	(a) To achieve the objective set out in Condition 13, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

15.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 24); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; and D. fences. (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 26). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 26); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

16.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
17.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

18.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

19.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

20.

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 20-1 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	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 20-1 is not practicable, the methodology in Condition 23 shall apply.

21.

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 Table 21-1 as far as practicable.

Table 21-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 21-1 is not practicable, the methodology in Condition 23 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

22.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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 20 and 21 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 20) and/or vibration standards (Condition 21) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

23.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 20; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 21. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 20 and 21 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

24.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 12 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 12). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

25.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 25(a)(i) and that effects are likely in accordance with Condition 25(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 26 for these areas (Confirmed Biodiversity Areas).
-----	---

26.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 25) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk birds (excluding wetland birds), the EMP may include the following to achieve the objective: (i) timing of any Construction Works which may have adverse effects on Threatened or At-Risk birds (excluding wetland birds). Those Construction Works shall be undertaken outside the bird breeding season (September to February) where practicable; and (ii) where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (d) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk wetland birds, the EMP may include the following to achieve the objective: (i) details of any nesting bird surveys of Threatened or At-Risk wetland birds. Nesting bird surveys shall be undertaken within any wetland that is both within a Confirmed Biodiversity Area and located within a 50m radius of Construction Works. Surveys shall be undertaken prior to any such works taking place and repeated at the beginning of each wetland bird breeding season until the relevant Construction Works are complete within the 50m radius of the wetland; (ii) timing of any Construction Works which may have adverse effects on Threatened or At-Risk wetland birds. Those Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; (iii) where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; and (iv) details of protection and buffer measures proposed to manage effects on nesting Threatened or At-Risk wetland birds identified through a survey undertaken in accordance with Condition (d)(i). Proposed measures shall address: A. the type, intensity and duration of construction activity; B. the likely sensitivity of the nesting bird species to the construction activity; and C. any environmental features (e.g., vegetation and contour) that could influence the extent of potential adverse effects on the Threatened or At-Risk wetland birds. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and
-----	---

	(iii) fauna management plans (eg avifauna).
--	---

27.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
28.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	
29.	Low Noise Road Surface (a) Asphaltic mix surface shall be implemented within 12 months of Completion of Construction of the project. (b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

	Traffic Noise For the purposes of Conditions 30 to 37: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 4: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation; (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 4: Identified PPFs Noise Criteria Categories; (k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (l) Structural Mitigation – has the same meaning as in NZS 6806.
30.	The Noise Criteria Categories identified in Schedule 4: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 30 to 37 (all traffic noise conditions). 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.
31.	As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 4: Identified PPFs Noise Criteria Categories.
32.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 4: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
33.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
34.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
35.	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 12 months of Completion of Construction.
36.	Within 12 months of Completion of Construction of the project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager for information.
37.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments

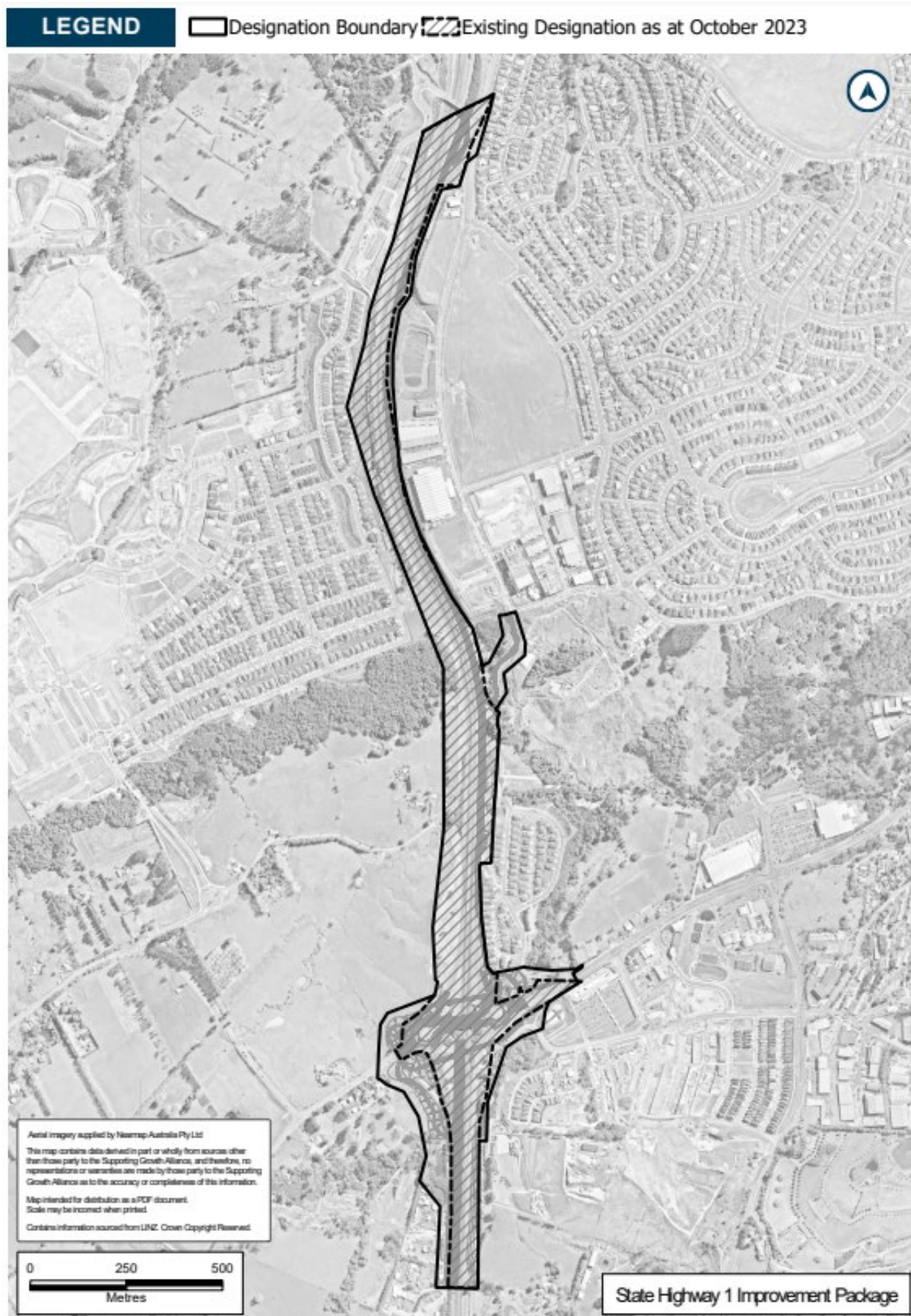
Schedule 1: General Accordance Plans and Information

Project Description

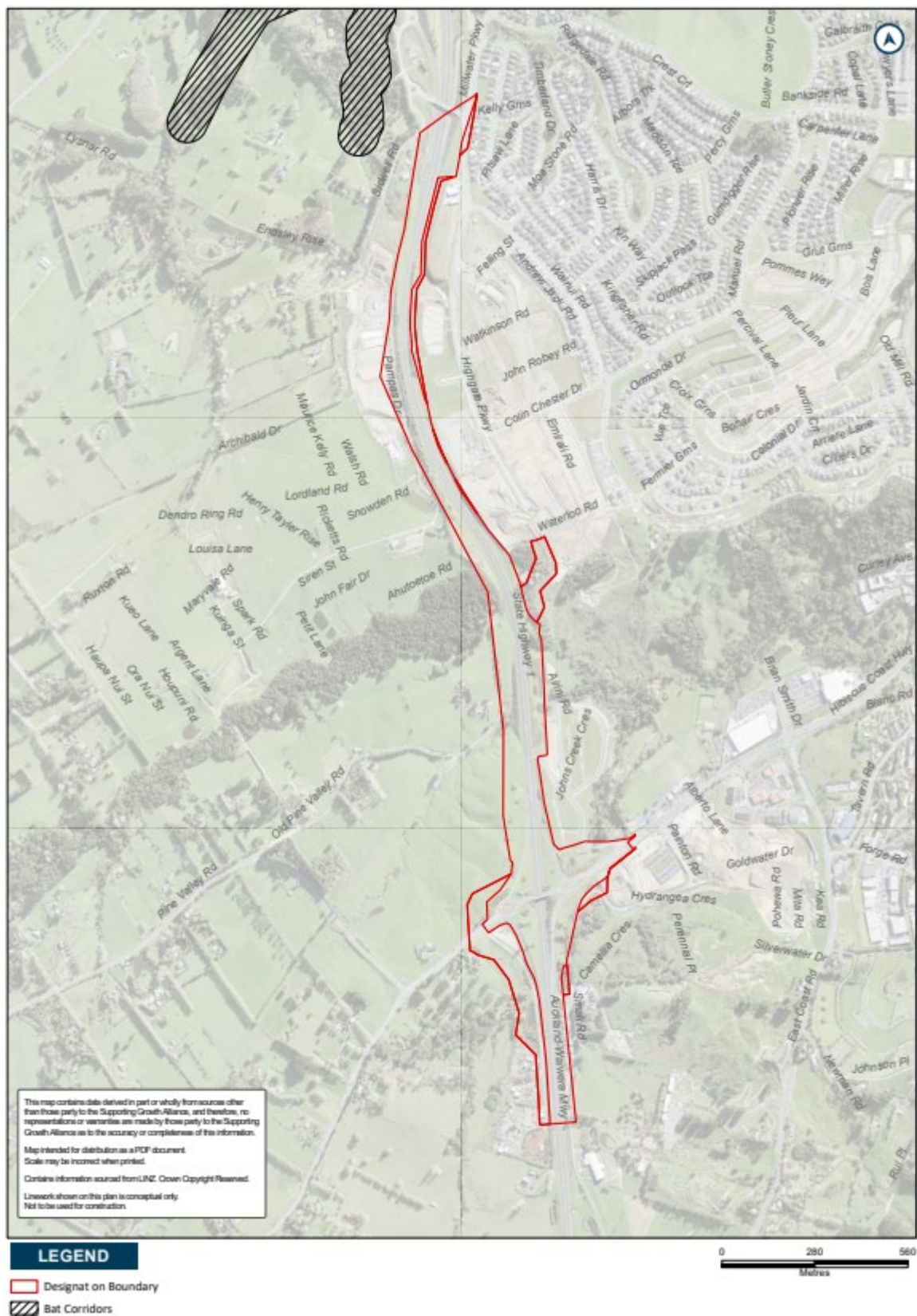
The proposed work is to construct, operate and maintain improvements to State Highway 1 in North Auckland between Oteha Valley Road in Albany and Grand Drive in Ōrewa, including active mode facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes, but is not limited to:

- a) An improved transport corridor that includes:
 - i. Widening to provide three lanes northbound and southbound, from just south of Lonely Track Road to Silverdale Interchange with the opportunity to use the additional lanes as bus priority lanes and/or managed lanes;
 - ii. Interchange improvements at Silverdale Interchange;
 - iii. A new cycleway and/or shared path between Albany and Ōrewa;
 - iv. A new Silverdale to Highgate active mode connection;
 - v. A new Wainui Interchange active mode connection;
- b) Associated infrastructure and works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems, landscaping;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities, including earthworks, vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of the site.

Concept Plan



Schedule 2: Identified Biodiversity Areas





Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
1732 Dairy Flat Highway	Altered	A

Appendix G – Clean conditions for NoR 4 (c)

6760 State Highway 1 – Redvale to Silverdale

Designation Number	6760
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1, from Lonely Track Road, Redvale to Silverdale interchange, Silverdale
Rollover Designation	Yes
Legacy Reference	Designation 401, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

To construct, operate, maintain and improve the state highway, cycleway and / or shared path, and associated infrastructure.

Conditions

SH1 Improvements Project

The following conditions apply to the SH1 Improvements Project outlined in Schedule 1 of these conditions, located between Redvale and Silverdale as per Figure 1.

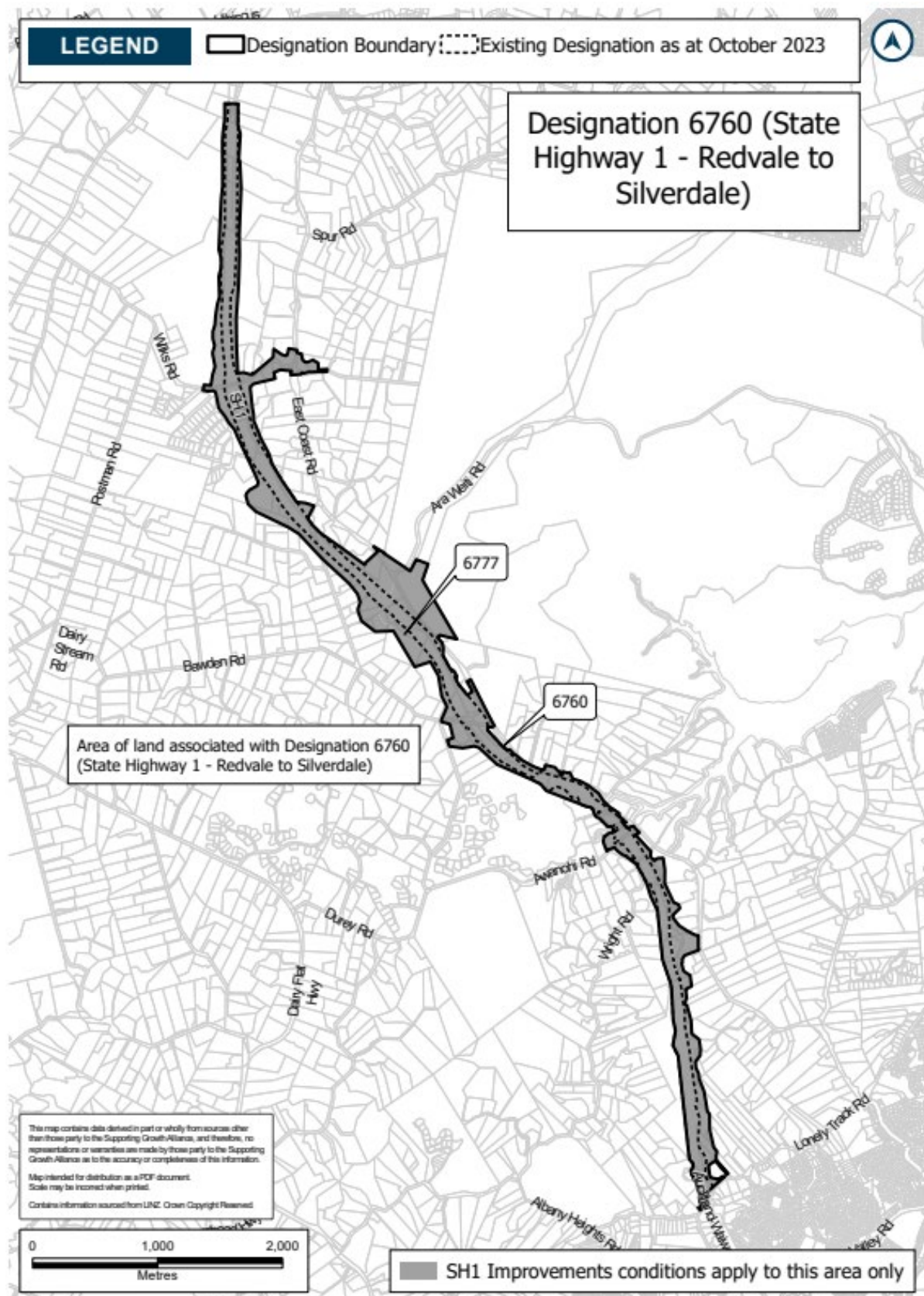


Figure 1: Designation 6760 – Extent of designation where SH1 Improvements conditions apply

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 26
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and

	(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Ara Hills, Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups;

	(e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5.	Network Utility Operators and Auckland Council Parks (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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 (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; (viii) Network Utilities Management Plan; and (ix) Network Integration Management Plan.
7.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 8: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (8)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;

	(e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and (f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

8.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
9.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property from roads that are not a state highway will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.
10.	Airport Operations The Outline Plan shall: (i) include measures to manage potential glare, lighting and bird hazard effects on adjacent airport operations; (ii) demonstrate how requirements of any applicable airport overlay will be met or how any temporary infringement will be managed; and (iii) include details of any feedback received from airport operations in relation to (i) and (ii) above.

11.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

13.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 14) and HHMP (Condition 25) and the CMP referred to in Condition 19; 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; and (d) Conditions 13(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
14.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 13 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

15.	(a) To achieve the objective set out in Condition 14, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

16.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 25); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; and D. fences. (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 28) and EMP (Condition 27). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 27) and TMP (Condition 28); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

17.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required. (c) If, prior to the Start of Construction, a commercial orchid growing business operates at 1370 East Coast Road, Redvale, the CEMP shall also include details of the best practicable option to minimise the potential for dust to impact on its operation.
18.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

19.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

20.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

21.

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 21-1 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	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

- (b) Where compliance with the noise standards set out in Table 21-1 is not practicable, the methodology in Condition 24 shall apply.

22.

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 Table 22-1 as far as practicable.

Table 22-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

** Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria*

*** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'*

(b) Where compliance with the vibration standards set out in Table 22-1 is not practicable, the methodology in Condition 24 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.

(d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

23.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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 21 and 22 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 21) and/or vibration standards (Condition 22) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

24.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 21; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 22. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 21 and 22 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

25.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 13 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 13). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

26.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 26(a)(i) and that effects are likely in accordance with Condition 26(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 27 for these areas (Confirmed Biodiversity Areas).
-----	---

27.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 26) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk wetland birds, the EMP may include the following to achieve the objective: (i) details of any nesting bird surveys of Threatened or At-Risk wetland birds. Nesting bird surveys shall be undertaken within any wetland that is both within a Confirmed Biodiversity Area and located within a 50m radius of Construction Works. Surveys shall be undertaken prior to any such works taking place and repeated at the beginning of each wetland bird breeding season until the relevant Construction Works are complete within the 50m radius of the wetland; (ii) timing of any Construction Works which may have adverse effects on Threatened or At-Risk wetland birds. Those Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; (iii) where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; and (iv) details of protection and buffer measures proposed to manage effects on nesting Threatened or At-Risk wetland birds identified through a survey undertaken in accordance with Condition (c)(i). Proposed measures shall address: A. the type, intensity and duration of construction activity; B. the likely sensitivity of the nesting bird species to the construction activity; and C. any environmental features (e.g., vegetation and contour) that could influence the extent of potential adverse effects on the Threatened or At-Risk wetland birds. (d) If an EMP is required in accordance with (a) for the presence of native herpetofauna, the EMP may include the following to achieve the objective: (i) a description of the methodology and timing for survey, trapping and relocation of lizards rescued; (ii) a description of the relocation site(s), including: A. any measures to ensure the relocation site remains available; and B. the scope and timeframe for any weed and pest management needed to support the relocation site as appropriate habitat; (iii) a post vegetation clearance search for remaining lizards; and (iv) any proposed monitoring. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and
-----	--

	(iii) fauna management plans (eg avifauna).
--	---

28.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 4 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 4. This may include: A. any opportunities to relocate listed trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 16); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures. (c) Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.
29.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
30.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	

31.	Low Noise Road Surface (a) Asphaltic mix surface shall be implemented within 12 months of Completion of Construction of the project. (b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
	Traffic Noise For the purposes of Conditions 32 to 45: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 5: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation; (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories; (k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (l) Structural Mitigation – has the same meaning as in NZS 6806.
32.	The Noise Criteria Categories identified in Schedule 5: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 32 to 45 (all traffic noise conditions). 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.
33.	As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 5: Identified PPFs Noise Criteria Categories.
34.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
35.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
36.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
37.	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 12 months of Completion of Construction.

38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
39.	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 12 months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) the building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) the building owner did not agree to entry within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 39 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.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 39, 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 LAeq(24h) inside habitable spaces; (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.
42.	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.
43.	Subject to Condition 40, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: (a) the Requiring Authority has completed Building Modification Mitigation to the building; (b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; (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 40 (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.
44.	Within 12 months of Completion of Construction of the project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager for information.
45.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

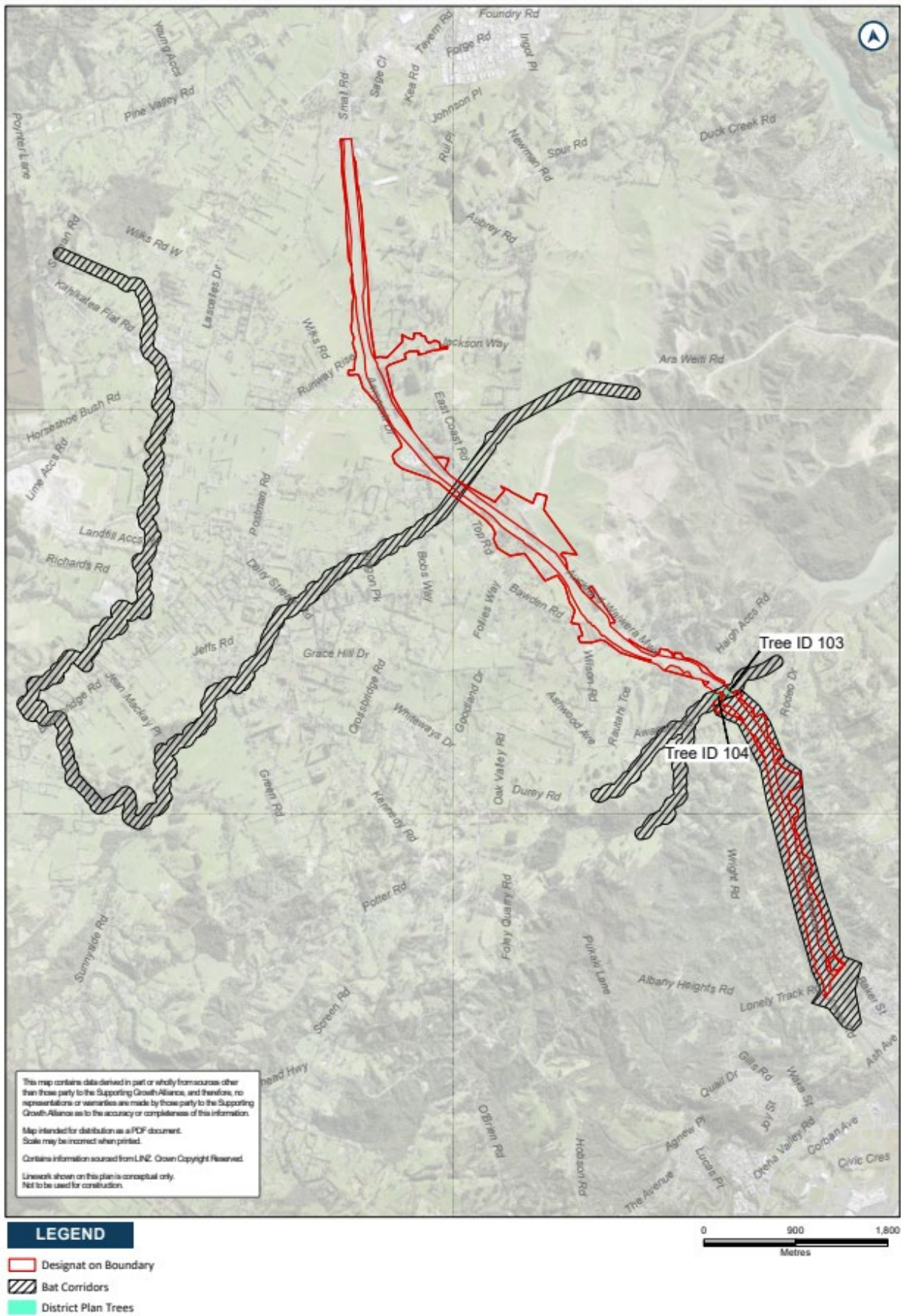
The proposed work is to construct, operate and maintain improvements to State Highway 1 in North Auckland between Oteha Valley Road in Albany and Grand Drive in Ōrewa, including active mode facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes, but is not limited to:

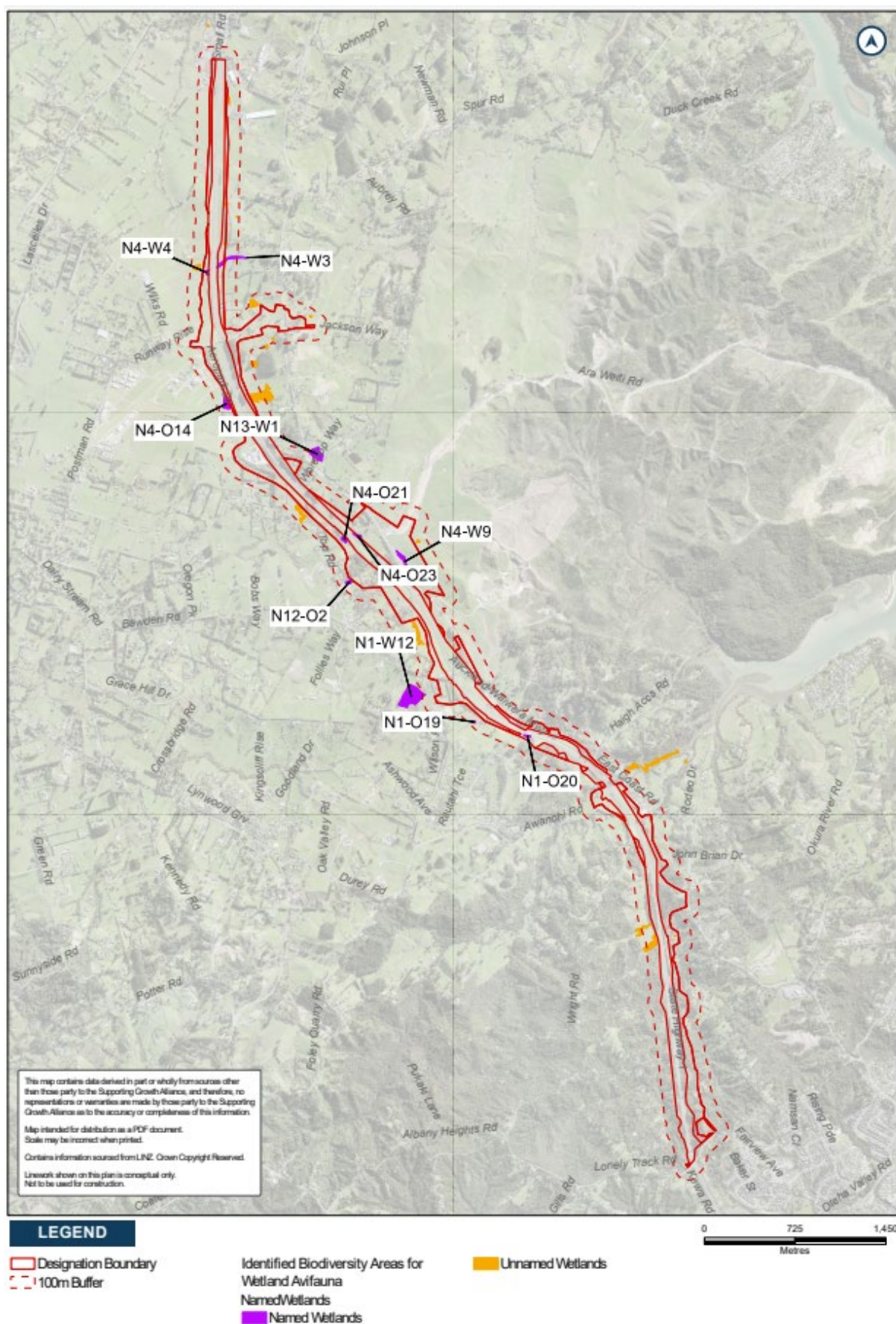
- a) An improved transport corridor that includes:
 - i. Widening to provide three lanes northbound and southbound, from just south of Lonely Track Road to Silverdale Interchange with the opportunity to use the additional lanes as bus priority lanes and/or managed lanes;
 - ii. Interchange improvements at O Mahurangi Penlink (Redvale) Interchange;
 - iii. A new interchange at Wilks Road;
 - iv. A new cycleway and/or shared path between Albany and Ōrewa;
- b) Associated infrastructure and works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems, landscaping;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities, including earthworks, vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of the site.

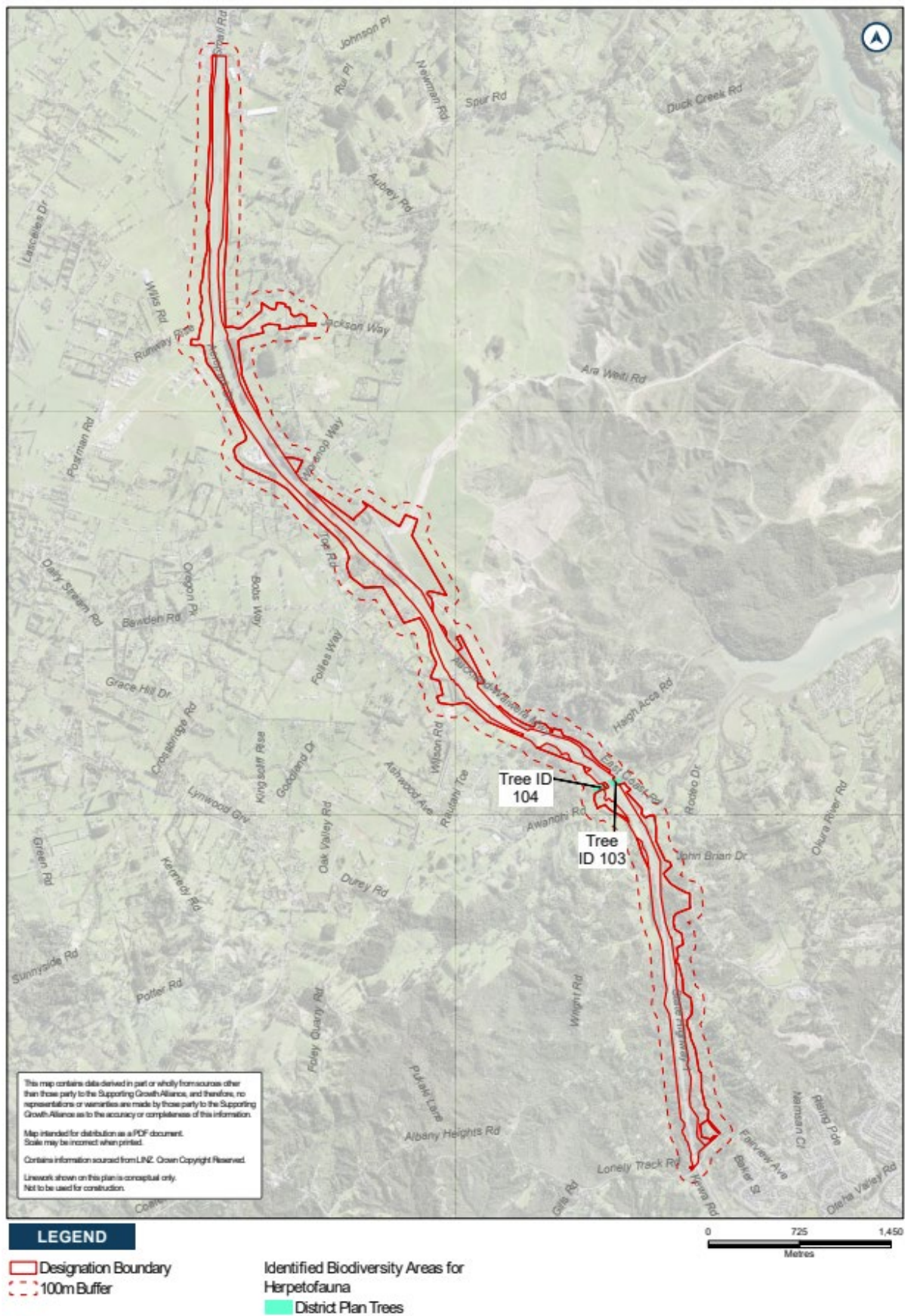
Concept Plan



Schedule 2: Identified Biodiversity Areas







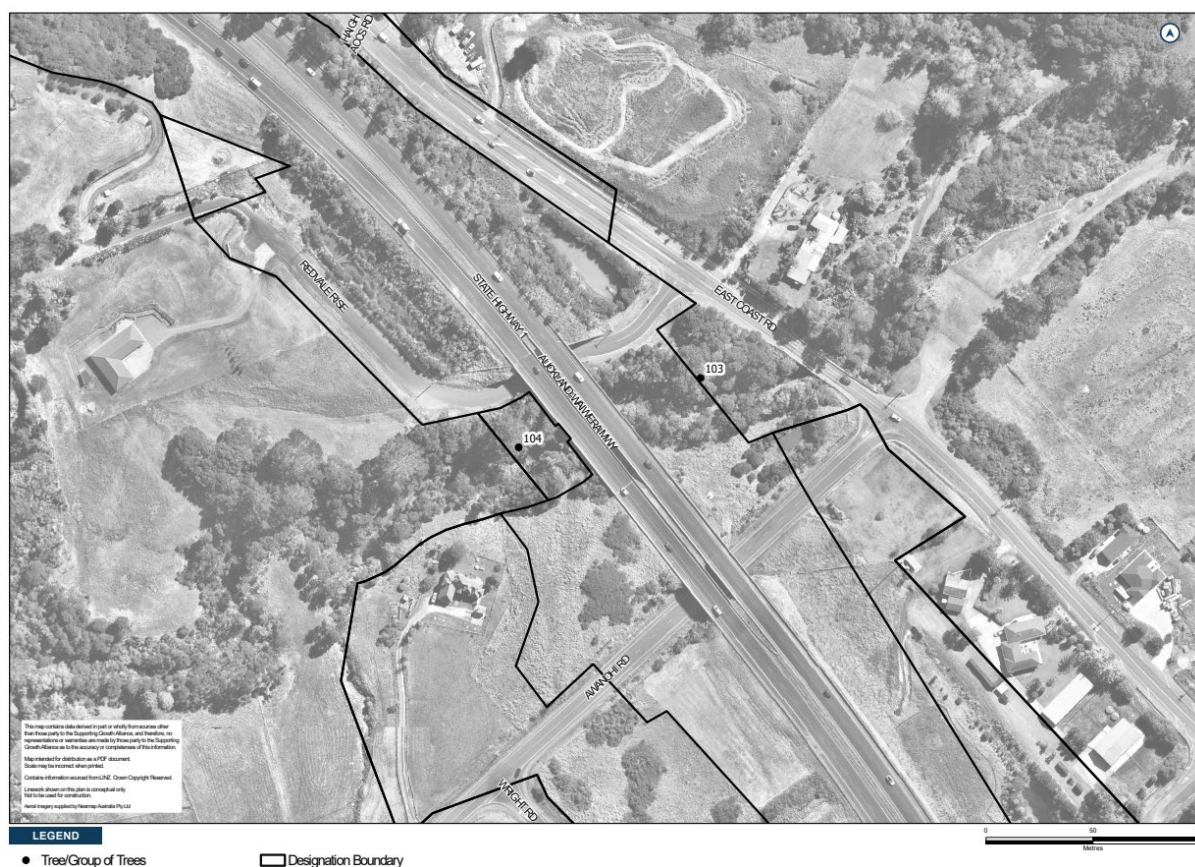
Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Trees to be included in the Tree Management Plan

Tree number	Vegetation type	Protection	Location	Species	Age
103	Indigenous and exotic vegetation	Open space	Near Redvale Rise and Parallel to Awanohi Road	Manuka, Totara (<i>Podocarpus totara</i>), Mapou (<i>Myrsine australis</i>), Mahoe (<i>Melicytus ramiflorus</i>), Taupata (<i>Coprosma repens</i>), Wilding Pine (<i>Pinus sp.</i>), Taiwan Cherry (<i>Prunus sp.</i>), Privet (<i>Ligustrum lucidum</i>)	Semi-mature to mature
104	Indigenous and exotic vegetation	Open space	Near Redvale Rise and Parallel to Awanohi Road	Manuka, Totara (<i>Podocarpus totara</i>), Mapou (<i>Myrsine australis</i>), Mahoe (<i>Melicytus ramiflorus</i>), Taupata (<i>Coprosma repens</i>), Wilding Pine (<i>Pinus sp.</i>), Taiwan Cherry (<i>Prunus sp.</i>), Privet (<i>Ligustrum lucidum</i>)	Semi-mature to mature



Schedule 5: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
10 Aeropark Drive	Altered	A
12 Aeropark Drive	Altered	A
14 Aeropark Drive	Altered	A
16 Aeropark Drive	Altered	A
22 Aeropark Drive	Altered	A
2 Aileron Rise	Altered	A
4 Aileron Rise	Altered	A
5 Aileron Rise	Altered	A
8 Aileron Rise	Altered	A
9 Aileron Rise	Altered	A
421 Bawden Road	Altered	A
1170 East Coast Road	Altered	A
1172 East Coast Road	Altered	B
1180 East Coast Road	Altered	A
1226 East Coast Road	Altered	A
1242 East Coast Road	Altered	B
1250 East Coast Road	Altered	A
1258 East Coast Road	Altered	A
1262 East Coast Road	Altered	C
1370 East Coast Road	Altered	A
1373 East Coast Road	Altered	A
1384 East Coast Road	Altered	A
1384 East Coast Road	Altered	B
1401 East Coast Road	Altered	A
1413 East Coast Road	Altered	A
1425 East Coast Road	Altered	A
1451 East Coast Road	Altered	A
1469 East Coast Road	Altered	A
1471 East Coast Road	Altered	B
1473 East Coast Road	Altered	A
1513 East Coast Road	Altered	B
1726 East Coast Road	Altered	A
1726 East Coast Road	Altered	A
1726 East Coast Road	Altered	A
1746 East Coast Road	Altered	A

1778 East Coast Road	Altered	A
1870 East Coast Road	Altered	A
1871 East Coast Road	Altered	A
1872 East Coast Road	Altered	A
1910 East Coast Road	Altered	A
1780A East Coast Road	Altered	A
11 Haigh Access Road	Altered	A
11 Haigh Access Road	Altered	A
20 Haigh Access Road	Altered	A
23 Haigh Access Road	Altered	A
8 Jackson Way	Altered	A
30 Jackson Way	Altered	A
5 Kewa Road	Altered	C
9 Kewa Road	Altered	A
15 Kewa Road	Altered	B
145 Lonely Track Road	Altered	A
162 Lonely Track Road	Altered	B
190 Lonely Track Road	Altered	A
196 Lonely Track Road	Altered	A
190D Lonely Track Road	Altered	A
23 Redvale Rise	Altered	A
27 Redvale Rise	Altered	A
1 Throttle Close	Altered	A
2 Throttle Close	Altered	A
6 Throttle Close	Altered	A
10 Throttle Close	Altered	A
13 Throttle Close	Altered	A
14 Throttle Close	Altered	A
34 Top Road	Altered	A
40 Top Road	Altered	A
46 Top Road	Altered	A
48 Top Road	Altered	A
60 Top Road	Altered	A
64 Top Road	Altered	A
64 Top Road	Altered	A
65 Top Road	Altered	A
75 Top Road	Altered	A

95 Top Road	Altered	A
106 Top Road	Altered	C
109 Top Road	Altered	A
109 Top Road	Altered	A
112 Top Road	Altered	A
174 Wilks Road	Altered	A
235 Wilks Road	Altered	A
243 Wilks Road	Altered	A
251 Wilks Road	Altered	A
7 Wilson Road	Altered	A
29 Wilson Road	Altered	A
29 Wilson Road	Altered	A
8 Wright Road	Altered	A
8 Wright Road	Altered	A
46 Wright Road	Altered	A
46 Wright Road	Altered	A
46 Wright Road	Altered	A
51 Wright Road	Altered	B
51 Wright Road	Altered	A
71A Wright Road	Altered	B

Appendix H – Clean conditions for NoR 4 (d)

6761 State Highway 1 – Silverdale to Puhoi

Designation Number	6761
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Bankside Road / Wainui Road bridge, Silverdale to Titfords Bridge, Puhoi
Rollover Designation	Yes
Legacy Reference	Designation 401, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

To construct, operate, maintain and improve the state highway, cycleway and / or shared path, and associated infrastructure.

Conditions

Silverdale to Puhoi

1. General

1.1 That the scope and extent of the works envisaged within the designation be generally in accordance with the plans contained in Appendix C accompanying the notice of requirement dated 9 May 1994 (held on Vol 1 of RDC file No. L18810), subject to final design and any modification required to comply with the conditions set out below.

1.2 That the Regional Manager of the New Zealand Transport Agency recommend to the New Zealand Transport Agency Board that the realignment of State Highway No. 1 from Albany to Puhoi be treated as one integrated and complete project for funding and construction purposes.

1.3 That, prior to any stage being commenced, the New Zealand Transport Agency shall obtain all requisite resource consents required under the Resource Management Act 1991 and the Operative Auckland Unitary Plan, and any authority necessary to modify any archaeological sites likely to be affected, from Heritage New Zealand. The application to the Heritage New Zealand shall be made at least six months prior to the commencement of construction of each stage.

1.4 That the New Zealand Transport Agency and its contractors shall take all reasonable steps to prevent or mitigate any nuisance to adjacent properties during construction.

1.5 That any land taken or held for the works be maintained to a reasonable standard until physical works commence.

1.6 That at all times reasonable access be maintained to private properties not directly affected by construction and operation.

1.7 That the extent of land required to be taken for the designation, and to be acquired for mitigation purposes, be provisionally identified on the land forthwith, and that this information be made available to the affected property owners and occupiers and the Auckland Council as soon as possible after the designation is confirmed. Prior to this provisional identification of land taking place, the liaison person (required by condition 1.9) shall have discussions with all affected land

owners and occupiers, in order that the final alignment and all associated works are located to best mitigate, as far as practicable, any adverse effects on each property physically affected.

1.8 That the design and construction of the motorway in the vicinity of Bankside Road shall not preclude the option of a full intersection being constructed at this location in the future, or of provision being made for parallel service roads between Bankside Road and the proposed Link Road.

1.9 That a liaison person be appointed by the New Zealand Transport Agency to be the main and readily accessible point of contact for persons affected by the designation and construction works.

2. Noise Mitigation Actions

2.1 The highway shall be designed in accordance with New Zealand Transport Agency's Guidelines for the Management of Traffic Noise - State Highway Improvements, December 1999. Where the noise standards could be exceeded, the appropriate noise reduction options identified in the Draft document shall be implemented.

2.2 Construction noise shall meet the limits in, and shall be measured and assessed in accordance with NZS 6803: 1999 "Acoustics – Construction noise".

3.1 Prior to the commencement of construction, a detailed archaeological study of the provisionally identified route shall be undertaken, including field survey, completion of archival searches and subsurface testing where appropriate.

3.2 Appropriate provision is to be made to protect historical/archaeological sites in situ during construction. This will include the fencing off of sites adjacent to the route.

3.3 the New Zealand Transport Agency shall ensure that roading contractors are briefed regarding the location and significance of archaeological sites on or close to the selected route.

3.4 An archaeologist shall be appointed by the New Zealand Transport Agency to monitor the roadworks, particularly in those areas which cannot be adequately surveyed owing to dense bush cover. The role of the archaeologist will be to record archaeological evidence from any sites not located during the survey.

3.5 the New Zealand Transport Agency shall use its best endeavours to consult with the Tangata Whenua to achieve the implementation of the recommendations of the cultural impact assessment (Section 8.4 of the EIA). The following recommendations were made by Iwi:

3.5.1 That the New Zealand Transport Agency continue ongoing dialogue and liaise with Tangata Whenua during the detailed design phase.

3.5.2 That the New Zealand Transport Agency take on board the concerns expressed by Tangata Whenua with respect to safeguarding the violation of Waahi Tapu and other sacred sites.

3.5.3 That the the New Zealand Transport Agency employ representatives of Tangata Whenua

at the construction stage to act as Kaitiaki during earthworks, to ensure that no Waahi Tapu are violated.

3.5.4 That the the New Zealand Transport Agency give an undertaking that no Urupa will be disturbed.

3.5.5 That the the New Zealand Transport Agency purchase land in the vicinity of the alignment in consultation with Tangata Whenua, for the reburial of remains accidentally unearthed, and that this process be carried out according to Maori ceremony and kaupapa.

3.5.6 That areas defined by Tangata Whenua as being places of Mauri adjacent to the final route be set aside as reserve, and treated appropriately in conjunction with Tangata Whenua.

3.5.7 That traditional Maori names for the area, including geographic features along the final route, be reused and expressed in plans, road signs and maps.

3.5.8 That the Maori history of the area as defined by Tangata Whenua be promoted in any newsletter, publications or periodicals to do with the works.

3.5.9 That the New Zealand Transport Agency ensure that Maori spiritual values, especially of water are recognised and catered for in the design of the final route of road water, discharge and seepage.

3.5.10 That the New Zealand Transport Agency ensure that no nett effects of the new roadway as a result of design, construction or utilisation, will detrimentally affect kaimoana or fishing grounds along the rivers, estuaries or foreshore of local waterways.

3.5.11 That the New Zealand Transport Agency allow for the substantial use of native plants and trees in its landscaping plans as buffer against adjoining landowners.

3.5.12 That Maori values be recognised as matters of national importance and that their concerns as expressed to the New Zealand Transport Agency be resolved in that light.

3.5.13 That the New Zealand Transport Agency undertaken to inform Tangata Whenua of any changes in policy, programme or design which may detrimentally affect them. A cultural consultant will be retained by the New Zealand Transport Agency to assist in this consultation.

3.6 the New Zealand Transport Agency shall pursue a proactive land purchase programme following confirmation of the designation and land surveys of the alignment.

4. Ecological Impact Actions

General

4.1 the New Zealand Transport Agency shall make use of bridges, as opposed to causeways or culverts, for the following river or estuary crossings: Orewa River, Otanerua Stream, and Waiwera River. Where possible construction of stream, estuary and river crossings shall minimise disturbance of the stream, estuary or river bed.

4.2 Appropriate sediment management techniques shall be implemented during construction. In areas that are particularly sensitive to sediment build up, consideration should be given to adopting the following

methods:

- a. Minimisation of stock piling of loose soil where run-off into water courses could occur;
- b. Revegetation of any areas of exposed soil as quickly as possible;
- c. Control of run-off from working areas, ensuring that all such run-off passes through settling ponds before entering a water course;
- d. Retaining existing vegetation and wetlands to act as additional buffers between stormwater treatment areas and water courses;
- e. Careful storage and handling of construction material.

4.3 the New Zealand Transport Agency shall implement appropriate stormwater quality treatment systems as may be required by the Auckland Council.

4.4 the New Zealand Transport Agency shall make provision for appropriate funding within the project estimate, for land purchase and fencing to protect the important ecosystems on the land identified as severance areas. If the project (inclusive of the said funding) is approved in the National Roding Programme, the New Zealand Transport Agency shall use its best endeavours to acquire this land by negotiation with the current owner, at a price advised to it by a registered valuer to represent market value, and failing such purchase, shall fund any purchase thereof by the Department of Conservation up to the sum approved as aforesaid. The land so acquired shall become reserve, which the New Zealand Transport Agency shall fence beside the State Highway on behalf of the Department.

4.5 Where the roadway passes through native bush areas careful detailed alignment and design of the roadway shall be undertaken to minimise habitat loss, wildlife isolation effects and construction impacts. The New Zealand Transport Agency shall consult with the Department of Conservation on these matters. Where, during the process of completing final design, it appears that minor alterations to the designation will:

- a. Better achieve the objectives of this condition without additional construction costs or adverse impacts on the efficiency of the proposed State Highway; or
- b. Reduce construction costs or improve traffic efficiency without adversely impacting on the achievement of the objectives of this condition then the New Zealand Transport Agency shall give full and proper consideration, in consultation with the Department of Conservation and any owner or occupier of land directly affected by the proposed alteration, to the lodging of an application to alter the designation pursuant to Section 181 Resource Management Act. For the avoidance of doubt, the New Zealand Transport Agency shall be at liberty to withdraw the application to alter the designation, if the territorial authority declines to alter the designation pursuant to Section 181(3) Resource Management Act. The native cover through these areas must be kept as close as practicable to the carriageway, and the carriageway maintained at a minimum width having regard to operational and capacity requirements.

4.6 In ecologically sensitive areas, plants, seeds and cuttings used for restoration work programmes should, where available, be taken from the same ecological district as the area where restoration is to be carried out and preferably, from as close as possible to the restoration site.

4.7 In carrying out plant pest control programmes, techniques that avoid or mitigate adverse effects on nontarget species and the environment in general should be used. Wherever possible, these should be of low toxicity and low residue.

Straka's Wildlife Refuge (Pond)

4.8 The New Zealand Transport Agency shall make provision for appropriate funding within the

project estimate, for the purchase of a buffer strip up to 100 m in width between the roadway and the Pond. If the project (inclusive of the said funding) is approved in the National Land Transport programme, the New Zealand Transport Agency shall use its best endeavours to acquire this buffer strip by negotiation with the current owners, at a price advised to it by a registered valuer to represent market value, and failing such purchase, shall fund any purchase thereof by the Department of Conservation, up to the sum approved as aforesaid. Any land so acquired shall become reserve and the New Zealand Transport Agency shall fence it off from stock.

4.9 There shall be a 50 m minimum distance between the zone of construction disturbance and the Pond edge.

4.10 In order to minimise any adverse effects of construction, the New Zealand Transport Agency shall consult with the Department of Conservation, Auckland Council, a consultant ecologist and, if possible, the land owner, when preparing the detailed design of the works in the vicinity of this refuge. Consideration shall be given to the following:

- a. Construction disturbance zones;
- b. Extent of cut and batter slopes;
- c. The need for any artificial retention structures;
- d. Bridging and culverts;
- e. Stormwater runoff (construction and operation);
- f. Silt ponds;
- g. Wetland filtration.

4.11 In order to reduce siltation of Straka's Pond, the New Zealand Transport Agency shall construct a silt pond system in the upper catchment and establish appropriate riparian vegetation along the connecting creek boundary. This system shall be constructed prior to the commencement of the works in the upper catchment above the pond, and shall be retained as a complement to Straka's Pond.

4.12 The New Zealand Transport Agency shall endeavour to arrange with the land owner, Mr C Wech, (at its own cost) the covenanting of the main block of bush west of the roadway, and shall endeavour to arrange for the planting of a dense buffer of appropriately mixed native vegetation in this area.

Otanerua Bridge

4.13 If the highway is approved in the National Roding Programme, the New Zealand Transport Agency shall construct a viaduct across the Otanerua stream. The bridge shall be capable of achieving an ecological corridor beneath the bridge of not less than 173 metres, measured horizontally, including revegetation of the embankment on the northern side. Measurement of the ecological corridor shall not include any land that is less than 5 metres below the viaduct carriageway superstructure.

Protection of Willis Buffer Strip

4.14 If the New Zealand Transport Agency exercises the option it holds to acquire all of the Willis land on the eastern side of the highway, then if the highway is approved in the National Roding Programme, the New Zealand Transport Agency shall establish an ecological buffer strip beside the highway. The buffer strip shall be established by planting RAP type vegetation for habitat restoration on cleared areas, and by felling the pine trees within the buffer strip in the first summer season after acquisition, and revegetating that cleared land with RAP type vegetation in the autumn immediately following the felling of the pines.

4.15 Pending the exercise of the option and if the New Zealand Transport Agency decides not to exercise the option, the New Zealand Transport Agency shall use its best endeavours to

acquire the buffer strip, and upon acquisition thereof if the highway is approved in the National Roding Programme, the New Zealand Transport Agency shall plant RAP type vegetation.

4.16 The New Zealand Transport Agency undertakes not to destroy or damage the existing vegetation within the buffer strip except in so far as it is within the batter slopes and/or the carriageway and/or it requires an access strip.

4.17 In the event of the sale by the New Zealand Transport Agency of the buffer strip, or any part thereof, the New Zealand Transport Agency undertakes to sell subject to a conservation covenant.

Median Strip

4.18 If the New Zealand Transport Agency does not acquire the buffer strip and if the highway is approved in the National Roding Programme, then it shall construct the highway to include a median strip, located south of Hillcrest Road and north of the Nukumea stream, of approximately 10 metres width and 250 metres in length to be planted with RAP type vegetation.

4.19 If the Eder severance land is acquired by the New Zealand Transport Agency and it is intended that access will be provided to the Haines House Haulage land over the Eder severance land, then the New Zealand Transport Agency shall transfer the balance of the Eder land to the Department of Conservation pursuant to the condition relating to severance land below.

Waiwera Bridge

4.20 If the highway is approved in the National Roding Programme, the New Zealand Transport Agency shall construct a bridge at Waiwera no less than 350 metres in length, and the abutment on the northern side of the bridge shall abut directly onto unfilled land.

4.21 the New Zealand Transport Agency shall consult with the Department of Conservation and the Auckland Conservation Board in the process of final design, with a view to maximising the ecological corridor on the northern bank of the Waiwera River.

Severances

4.22 If the highway is approved in the National Roding Programme, the New Zealand Transport Agency shall use its best endeavours to acquire severance lands, by negotiation with the current owners at prices advised to it by a registered valuer to represent market value, and failing such purchase, shall fund any purchase thereof by the Department of Conservation up to the sum aforesaid, should the Department of Conservation, wish to acquire the land. Any land so acquired shall become reserve, which the New Zealand Transport Agency shall fence beside the highway on behalf of the Department of Conservation, if required by the Department of Conservation.

Kett Land

4.23 If the highway is approved in the National Roding Programme, the New Zealand Transport Agency will use its best endeavours to acquire the Kett land at market value assessed in the manner referred to in the condition relating to severances above, and the New Zealand Transport Agency shall only sell the balance of the Kett land subject to a conservation covenant.

5. Visual Impact Mitigation Actions

5.1 Restoration of the construction areas shall be an essential part of the project. The restoration shall include grassing and other planting for slope stability, together with

landscape planting for the visual enhancement of the new road.

5.2 All borrow or disposal areas for excess fill shall be designed to avoid significant impact on the environment, be in keeping with the general form of the surrounding landscape and be restored, in consultation with the affected landowners, as described in Condition 5.1.

5.3 In carrying out the detailed design for the alignment, the New Zealand Transport shall take advice from a practising landscape architect and shall pay particular attention to:

- a. The angle and extent of cut and batter slopes
- b. Possible purchase of additional land to achieve better slope integration
- c. Oblique cuts through highly visible ridge lines
 - i. In order to achieve, as far as practicable, unity between the road and the surrounding landscape
 - ii. And shall prepare, with advice from a practising landscape architect, and in due course implement, a planting plan which will integrate the road into the various landscape characters through which it passes.

This advice shall be taken in order to achieve, as far as practicable, unity between the road and the surrounding landscape, and shall prepare with advice from a practising landscape architect, and in due course implement, a planting plan which will integrate the road into the various landscape characters through which it passes.

6. Property Owned by Mr and Mrs Eder

6.1 For the purpose of assisting Mr and Mrs Eder to preserve a residential building site on their land, the plan contained in Appendix C accompanying the notice of requirement dated 9 May 1994, shall be modified so that the designation boundary is relocated in the position identified in the plan attached to these conditions. (Note: No plan attached. The designation boundary on the Planning Maps includes this modification.)

SH1 Improvements Project

The following conditions apply to the SH1 Improvements Project outlined in Schedule 1 of these conditions, located between Bankside Road / Wainui Road bridge, Silverdale and Grand Drive, Ōrewa as per Figure 1, and take precedence over any existing conditions.

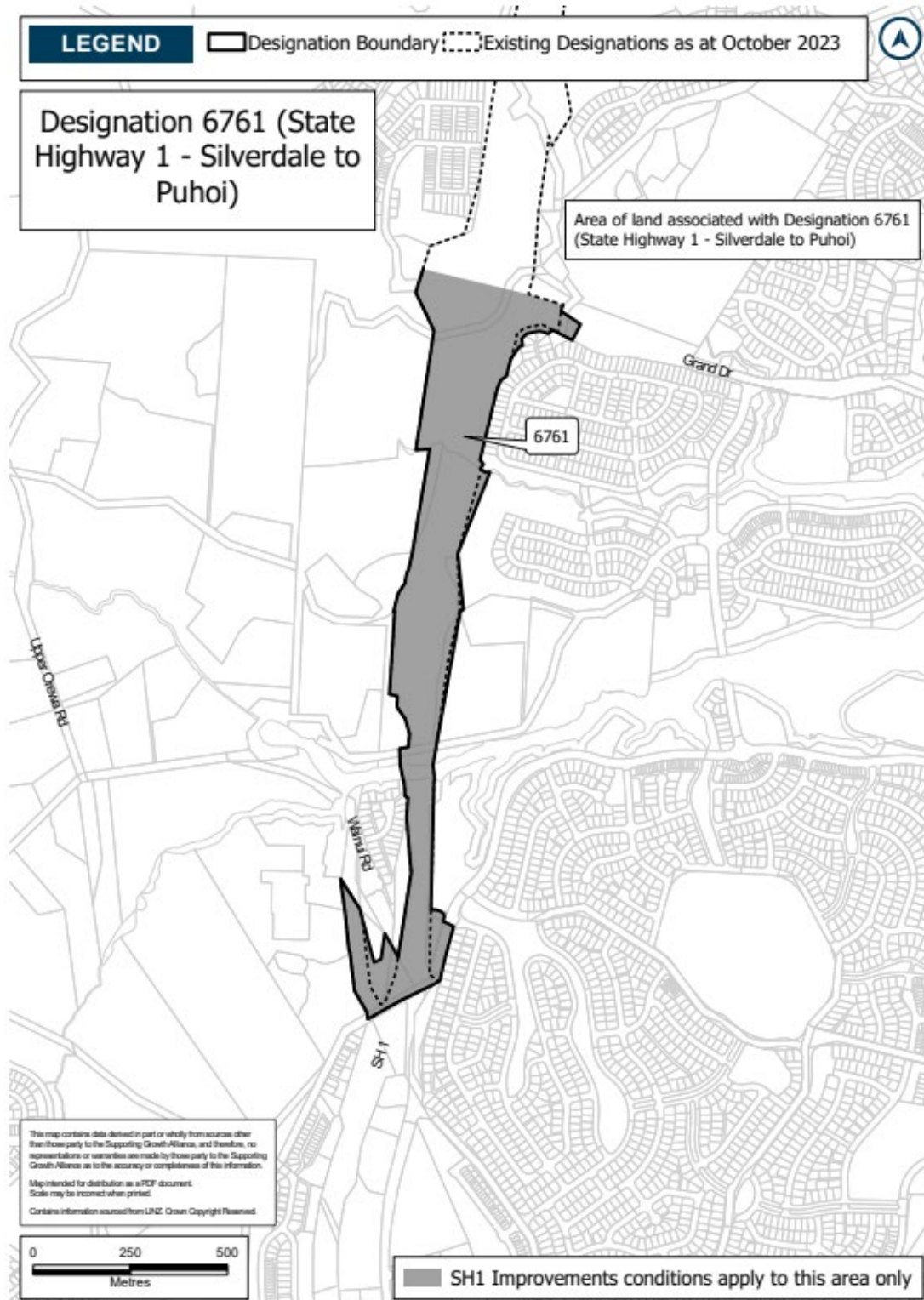


Figure 1: Designation 6761 – Extent of designation where SH1 Improvements conditions apply

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 25
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: - care centres; and - tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and

	(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamatera (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North growth area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Ara Hills, Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups;

	(e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5.	Network Utility Operators (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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 (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Utilities Management Plan; and (viii) Network Integration Management Plan.
7.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 8: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (8)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and

	(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
--	---

8.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
9.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property from roads that are not a state highway will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

10.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 10 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
11.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

12.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 13) and HHMP (Condition 24) and the CMP referred to in Condition 18; 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; and (d) Conditions 12(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
13.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 12 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

14.	(a) To achieve the objective set out in Condition 13, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

15.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 24); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; and D. fences. (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 26). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 26); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
Construction conditions	

16.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
17.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

18.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

19.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

20.

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 20-1 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	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 20-1 is not practicable, the methodology in Condition 23 shall apply.

21.

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 Table 21-1 as far as practicable.

Table 21-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

(b) Where compliance with the vibration standards set out in Table 21-1 is not practicable, the methodology in Condition 23 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.

(d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

22.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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 20 and 21 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 20) and/or vibration standards (Condition 21) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

23.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 20; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 21. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 20 and 21 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

24.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 12 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 12). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

25.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 25(a)(i) and that effects are likely in accordance with Condition 25(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 26 for these areas (Confirmed Biodiversity Areas).
-----	---

26.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 25) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. (c) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk birds (excluding wetland birds), the EMP may include the following to achieve the objective: (i) timing of any Construction Works which may have adverse effects on Threatened or At-Risk birds (excluding wetland birds). Those Construction Works shall be undertaken outside the bird breeding season (September to February) where practicable; and (ii) where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (d) If an EMP is required in accordance with (a) for the presence of Threatened or At-Risk wetland birds, the EMP may include the following to achieve the objective: (i) details of any nesting bird surveys of Threatened or At-Risk wetland birds. Nesting bird surveys shall be undertaken within any wetland that is both within a Confirmed Biodiversity Area and located within a 50m radius of Construction Works. Surveys shall be undertaken prior to any such works taking place and repeated at the beginning of each wetland bird breeding season until the relevant Construction Works are complete within the 50m radius of the wetland; (ii) timing of any Construction Works which may have adverse effects on Threatened or At-Risk wetland birds. Those Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; (iii) where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; and (iv) details of protection and buffer measures proposed to manage effects on nesting Threatened or At-Risk wetland birds identified through a survey undertaken in accordance with Condition (d)(i). Proposed measures shall address: A. the type, intensity and duration of construction activity; B. the likely sensitivity of the nesting bird species to the construction activity; and C. any environmental features (e.g., vegetation and contour) that could influence the extent of potential adverse effects on the Threatened or At-Risk wetland birds. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and
-----	---

	(iii) fauna management plans (eg avifauna).
27.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
28.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.
Operational conditions	
29.	Low Noise Road Surface (a) Asphaltic mix surface shall be implemented within 12 months of Completion of Construction of the project. (b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Attachments

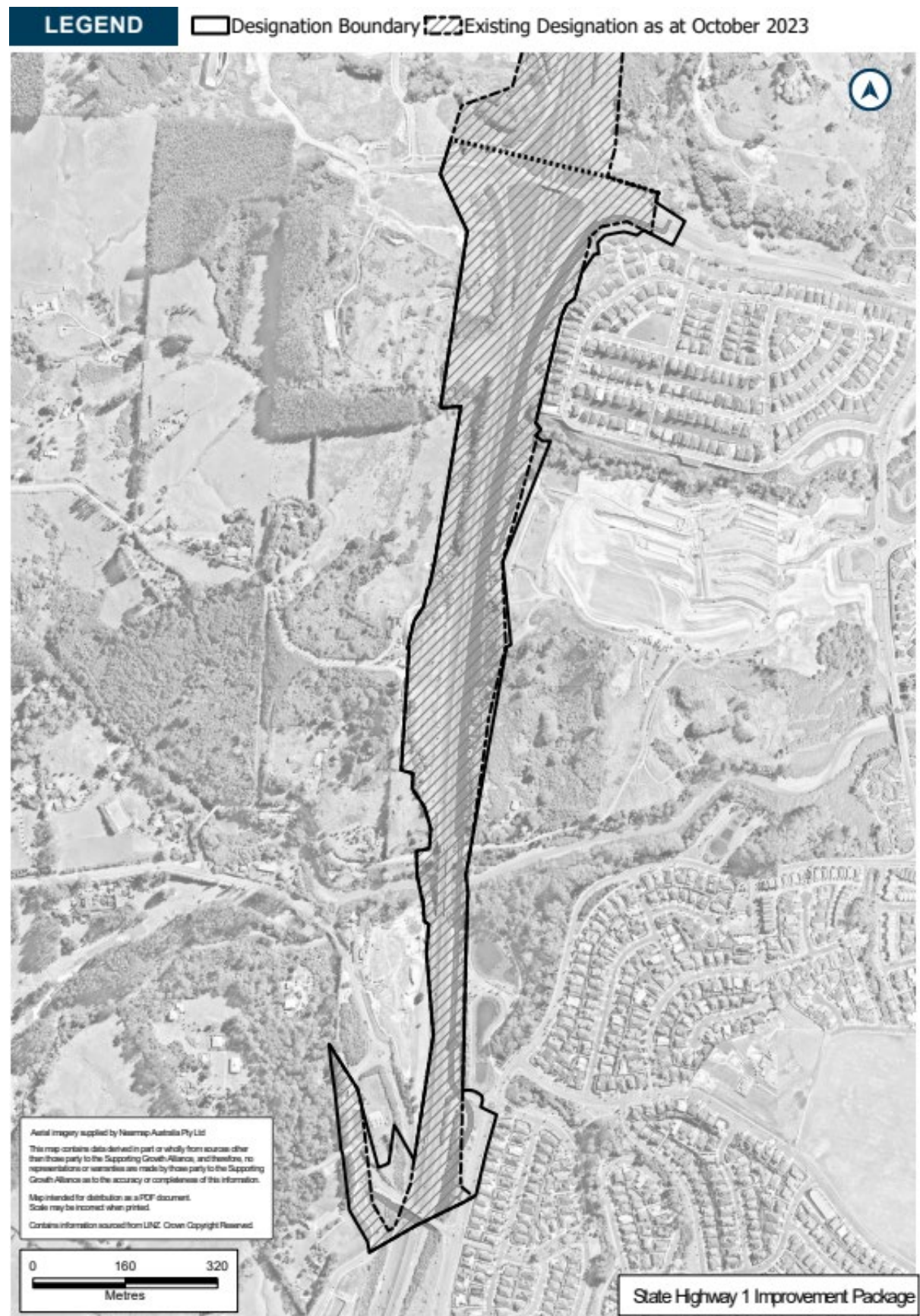
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is to construct, operate and maintain improvements to State Highway 1 in North Auckland between Oteha Valley Road in Albany and Grand Drive in Ōrewa, including active mode facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes, but is not limited to:

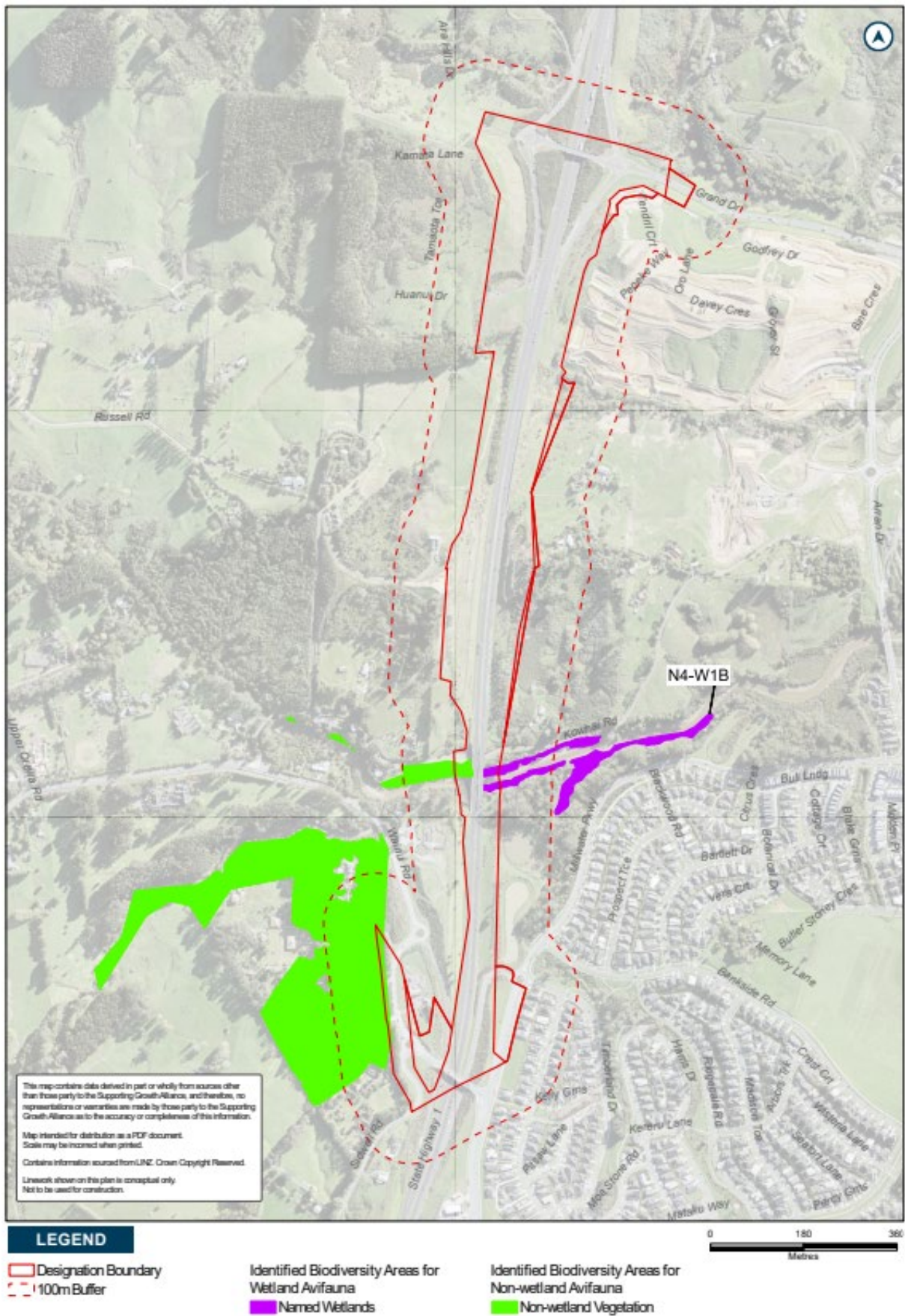
- a) An improved transport corridor that includes:
 - i. A new cycleway and/or shared path between Albany and Ōrewa;
 - ii. A new Wainui Interchange active mode connection;
- b) Associated infrastructure and works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems, landscaping;
- c) Changes to local roads, where the proposed work intersects with local roads; and
- d) Construction activities, including earthworks, vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of the site.

Concept Plan



Auckland Unitary Plan Operative in part





Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Attachment B – Updated NZTA Schedule and
new Designation 6782 New Milldale Station and
Associated Facilities (~~Strikethrough~~/Underline)

Designation Schedule - New Zealand Transport Agency

Number	Purpose	Location
6700	Motorway	State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay
6701	Motorway	State Highway 1 from Bombay Road to Mill Road, Bombay
6702	State Highway - declared limited access road	State Highway 1 from Mill Road to south of Beaver Road East (Waikato District Council boundary), Bombay
6703	Road	State Highway 1 at Great South Road on-ramp, Bombay
6704	State Highway - declared limited access road	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6705	Land for road widening - 5m where indicated on Map 100, to a minimum width of 30m of road reserve	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6706	Motorway purposes Auckland - Hamilton	State Highway 1 from north of Takanini interchange to south of Quarry Road, Drury
6707	State Highway 22	State Highway 22 (Karaka Road and Great South Road) from east of Woodlyn Road, Karaka to State Highway 1,
6708	South Western Motorway (State Highway 20)	State Highway 20 from (1) east of Great south Road, Manukau City Centre to Cavendish Drive interchange, Wiri and from (2) Massey Road to Walmsley Road, Mangere
6709	South Western Motorway (State Highway 20)	State Highway 20 from (1) Manukau Harbour Crossing to Tararata Creek, Mangere and from (2) Massey Road, Mangere to Cavendish Drive interchange, Wiri
6710	Manukau Harbour Crossing	Waterfront Road Reserve, Coronation Road, Rimu Road and Mahunga Drive, Mangere
6712	Airport Motorway (State Highway 20A)	State Highway 20A from Bader Drive to south of Kirkbride Road, Mangere
6713	George Bolt Memorial Drive	State Highway 20A (George Bolt Memorial Drive) from Kirkbride Road to Auckland International Airport,
6714	Southern Motorway (State Highway 1)	State Highway 1 from north of Highbrook Drive, Otara to south of Great South Road, Takanini
6715	Southern Motorway widening East Tamaki Road	State Highway 1 at East Tamaki Road interchange, Otara
6716	South Western Motorway - State Highway 20 (connection to State Highway 1)	State Highway 20 from Great South Road, Manukau City Centre to Cavendish Drive interchange, Wiri
6717	State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui and SH20/20B Interchange to Manukau Memorial Gardens

6718	Motorway	State Highway 1 from (1) Auckland Harbour Bridge, Westhaven to Fanshawe Street, Freemans Bay and from (2) Grafton Road, Grafton to Tamaki River, Otahuhu, and State Highway 16 from (3) Newton Road, Eden Terrace to Whau River bridge, Avondale and State Highway 20 from (4) Hillsborough Road, Hillsborough to Manukau Harbour Crossing, Onehunga
6719	Motorway - Shelley Beach Road priority lane	State Highway 1 at Shelly Beach Road, Westhaven
6720	Motorway - Newmarket Viaduct improvement project	State Highway 1 from Gillies Avenue to St Marks Road off-ramp, Newmarket
6721	Motorway - Victoria Park tunnel project	State Highway 1 from Victoria Park, Auckland Central to Shelley Beach Road off-ramp, Westhaven
6722	To alter designation A07-01, SH16, causeway and Rosebank Peninsula	State Highway 16 from the causeway to north of Patiki Road on-ramp, Avondale
6723	To alter designation A07-01, SH16, between Great North Road and St Lukes Interchange ...	State Highway 16 from Great North Road, Avondale to St Lukes Road, Western Springs
6724	The designation provides for the construction, and subsequent operation, maintenance and minor improvement of the motorway	State Highway 16 in the vicinity of (1) Patiki Road, Avondale and (2) Rosebank Road, Avondale
6725	Construction of a public road to provide access to properties at the northern end of Patiki Road	State Highway 16 on Patiki Road, Avondale
6726	For a new designation, SH16, SH20 and Great North underpass – NOR4. A new surface designation for ...	State Highway 20 from Great North Road (in the vicinity of Alverston Street) to the northern portal (vicinity of Great North Road interchange), Waterview
6727	12.2 metre height restriction affecting land within 76.2 meters of the centre line of the Newmarket Viaduct	Vicinity of Newmarket Viaduct (State Highway 1), Newmarket
6728	For a new designation, SH20 tunnels, Great North Road underpass to Alan Wood Reserve ...	State Highway 20 from Alan Wood Reserve, Mt Roskill to Great North Road, Waterview
6729	Proposed motorway; proposed motorway and railway; proposed road, Hayr Road to Richardson Road ...	State Highway 20 from Hillsborough Road, Hillborough to Maioro Street, Mt Roskill
6730	For new designation, SH20, southern tunnel portal to Maioro Street interchange	State Highway 20 from Maioro Street to Alan Wood Reserve, Mt Roskill
6731	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillsborough to Ernie Pinches Street, Mt Roskill Hillsborough Road
6732	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillborough to Maioro Street, Mt Roskill
6733	The designation is for the following work: ...	State Highway 20 in the vicinity of Earnie Pinches Street, My Roskill

6734	Otahuhu Southern Motorway	State Highway 1 at Otahuhu interchange, Otahuhu
6735	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 from Wellington Street to Victoria Park, Auckland Central
6736	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 and 16 from Grafton Road, Grafton to Wellington Street, Auckland Central and State Highway 16 from Parnell Rise to Newton Road, Auckland Central
6738	Alteration to designation NZTA1, SH16, between Whau River and Henderson Creek ...	State Highway 16 from Whau Creek to Henderson Creek, Te Atatu
6740	N/A	State Highway 16 from north end of Fred Taylor Drive to Brighams Creek, Whenuapai
6741	N/A	State Highways 16 from Westgate interchange, Westgate to Brigham Creek Road intersection, Whenuapai and State Highway 18 from Westgate interchange, Westgate to Greenhithe Bridge, Hobsonville
6742	Refer NOR-2010-1559	State Highway 16 from Henderson Creek, Henderson to Huruhuru Road Bridge, Massey
6743	Refer NOR-2010-1136	State Highway 16 from west of Huruhuru Road bridge, Massey to Westgate interchange, Westgate
6744	N/A	State Highway 16 south of Westgate interchange, Westgate
6747	Motorway administration and maintenance	28 Sulphur Beach Road, Northcote
6748	Auckland Harbour Bridge works depot and anchorage	9 Princes Street, Northcote Point
6749	Auckland Harbour Bridge works depot and anchorage	Queen Street (Pt Allotment 68 TTN of Woodside) , Northcote Point
6750	Auckland-Waiwera Motorway (State Highway 1), including planning, design, supervision, construction and maintenance ...	State Highway 1 from Auckland Harbour Bridge, Northcote to Greville Road interchange, Albany
6751	Proposed Motorway (Auckland/Waiwera Motorway State Highway 1), including planning, design, supervision, construction	State Highway 1 from Greville Road interchange, Albany to Lonely Track Road, Albany
6753	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 from Constellation Drive interchange (State Highway 1) to west of Paul Matthews Road, Rosedale
6756	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 (Upper Harbour Highway) from west of Paul Matthews Road, Rosedale to Upper Harbour Bridge, Greenhithe
6757	The North Shore Busway ...	North Shore Busway from south of Onewa Road interchange, Onewa to Constellation Drive interchange,
6758	Constellation Drive Station ...	Corner Constellation Drive interchange and State Highway 1, Rosedale

6759	Motorway	State Highway 1, Silverdale interchange, Silverdale
6760	Motorway	State Highway 1 from Lonely Track Road, Redvale to Silverdale interchange, Silverdale
6761	Motorway and limited access highway and associated interchange	State Highway 1 from Bankside Road, Silverdale to Titfords Bridge, Puhoi
6762	Withdrawn	
6763	State Highway 1	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
6764	Withdrawn	
6765	State Highway 1 / Wayby Valley Road / Wayby Station Road intersection	State Highway 1 intersection with Wayby Station Road and Wayby Valley Road, Wellsford
6766	State Highway 16	State Highway 16 from Brigham Creek, Hobsonville to State Highway 1, Wellsford
6768	Road widening	State Highway 16 (Main Road), Kumeu and Huapai
6769	The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)	State Highway 1, Puhoi to Warkworth
6770	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	1 Ascot Road, Mangere
6771	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	2 Ascot Road, Mangere
6772	Road widening	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
6773	To construct, operate and maintain Section 2 (St Johns Road to Meadowbank Train Station) of the Glen Innes to Tamaki Drive proposed shared pedestrian and cycle path.	Pourewa Valley within the area bounded by St Johns Road (St Johns) to the east, Orakei Basin to the west, Whytehead Crescent, Edison Place and John Rymer Place and the Pourewa Creek (Kohimarama) to the north and North Island Main Trunk Line, Purewa Cemetery, Tahapa Crescent and Purewa Road (Meadowbank) to the south.
6774	Withdrawn	
6775	The construction, operation and maintenance of the busway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 – Northern Busway Extension. Adjacent to the east of State Highway 1 from Constellation Bus Station and connection across State Highway 1 to the Albany Bus Station

6776	Shared Use Path – for the construction, operation and maintenance of the Shared Use Path and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 and State Highway 18 Shared Use Path. Adjacent to the east of State Highway 1 from Constellation Bus Station to Oteha Road, adjacent to the north of State Highway 18 from Constellation Drive to Albany Highway, and intermediate linkages to the local network
6777	Weiti Crossing	East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparaoa
6778	Designation for the construction, operation and maintenance of a shared path and associated infrastructure.	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury; from north of the Papakura Interchange through to Otūwairoa (Slippery Creek) Bridge; from north of Bremner Road to the Drury Interchange.
6779	Construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana	Between Warkworth and Te Hana
6780	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Between Great South Road in the north east, State Highway 22 in the west and the area in the vicinity of Sim Road/Cape Hill Road in the south.
6781	To construct, operate, maintain, and improve a vehicle safety centre as part of the operation of the state highway network.	253 Mill Road, Bombay
6782	<u>To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure</u>	<u>Milldale</u>

6782 New Milldale Station and Associated Facilities

<u>Designation Number</u>	<u>6782</u>
<u>Requiring Authority</u>	<u>New Zealand Transport Agency</u>
<u>Location</u>	<u>Milldale</u>
<u>Lapse Date</u>	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.</u>

Purpose

To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure.

Conditions

Abbreviations and definitions

<u>Acronym/Term</u>	<u>Definition</u>
<u>Activity sensitive to noise</u>	<u>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</u>
<u>AUP</u>	<u>Auckland Unitary Plan</u>
<u>BPO or Best Practicable Option</u>	<u>Has the same meaning as in section 2 of the RMA 1991</u>
<u>CEMP</u>	<u>Construction Environmental Management Plan</u>
<u>Certification of material changes to management plans</u>	<u>Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates.</u> <u>A material change to a management plan shall be deemed certified:</u> (a) <u>where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or</u> (b) <u>10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</u>
<u>CMP</u>	<u>Cultural Monitoring Plan</u>
<u>CNVMP</u>	<u>Construction Noise and Vibration Management Plan</u>
<u>CNVMP Schedule or Schedule</u>	<u>A schedule to the CNVMP</u>
<u>Completion of Construction</u>	<u>When construction of the project (or part of the project) is complete and it is available for use</u>
<u>Confirmed Biodiversity Areas</u>	<u>Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27</u>
<u>Construction Works</u>	<u>Activities undertaken to construct the project excluding Enabling Works</u>
<u>Council</u>	<u>Auckland Council</u>
<u>CTMP</u>	<u>Construction Traffic Management Plan</u>
<u>Education Facility</u>	<u>Facility used for education to secondary level.</u> <u>Includes:</u> <u>schools and outdoor education facilities; and</u> <u>accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</u>

	<u>Excludes:</u> • <u>care centres; and</u> • <u>tertiary education facilities.</u>
<u>EIANZ Guidelines</u>	<u>Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018</u>
<u>EMP</u>	<u>Ecological Management Plan</u>
<u>Enabling Works</u>	Includes, but is not limited to, the following and similar activities: (a) <u>geotechnical investigations (including trial embankments);</u> (b) <u>archaeological site investigations;</u> (c) <u>formation of access for geotechnical investigations;</u> (d) <u>establishment of site yards, site entrances and fencing;</u> (e) <u>constructing and sealing site access roads;</u> (f) <u>demolition or removal of buildings and structures;</u> (g) <u>relocation of services; and</u> (h) <u>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</u>
<u>HHMP</u>	<u>Historic Heritage Management Plan</u>
<u>HNZPT</u>	<u>Heritage New Zealand Pouhere Taonga</u>
<u>HNZPTA</u>	<u>Heritage New Zealand Pouhere Taonga Act 2014</u>
<u>Identified Biodiversity Area</u>	<u>Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines</u>
<u>Manager</u>	<u>The Manager – Resource Consents of the Auckland Council, or authorised delegate</u>
<u>Mana Whenua</u>	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) <u>Ngāti Manuhiri</u> (b) <u>Te Kawerau ā Maki</u> (c) <u>Te Ākitai Waiohū</u> (d) <u>Ngāti Whanaunga</u> (e) <u>Te Runanga o Ngāti Whātua</u> (f) <u>Ngāti Maru</u> (g) <u>Te Patu Kirikiri</u> (h) <u>Ngāti Whātua o Kaipara</u> (i) <u>Ngāti Tamaterā</u> (j) <u>Ngai Tai ki Tāmaki</u> (k) <u>Ngāti Paoa Iwi Trust</u> (l) <u>Ngāti Paoa Trust Board</u> <u>Note: other iwi not identified above may have an interest in the project and should be consulted</u>
<u>Network Utility Operator</u>	<u>Has the same meaning as set out in section 166 of the RMA</u>
<u>NIMP</u>	<u>Network Integration Management Plan</u>
<u>NoR</u>	<u>Notice of Requirement</u>
<u>North Growth Area</u>	<u>Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat</u>
<u>NUMP</u>	<u>Network Utilities Management Plan</u>
<u>Outline Plan</u>	<u>An outline plan prepared in accordance with section 176A of the RMA</u>
<u>Overland Flow Path</u>	<u>Means a low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m²</u>

<u>Project Liaison Person</u>	<u>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</u>
<u>Protected Premises and Facilities (PPF)</u>	<u>Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads</u>
<u>Requiring Authority</u>	<u>Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency</u>
<u>RMA</u>	<u>Resource Management Act 1991</u>
<u>SCEMP</u>	<u>Stakeholder Communication and Engagement Management Plan</u>
<u>Stakeholder</u>	<u>Stakeholders to be identified in accordance with Condition 3, which may include as appropriate:</u> (a) <u>adjacent owners and occupiers;</u> (b) <u>adjacent business owners and operators;</u> (c) <u>central and local government bodies;</u> (d) <u>community groups;</u> (e) <u>developers;</u> (f) <u>development agencies;</u> (g) <u>Education Facilities; and</u> (h) <u>Network Utility Operators.</u>
<u>Stage of Work</u>	<u>Any physical works that require the development of an Outline Plan</u>
<u>Start of Construction</u>	<u>The time when Construction Works (excluding Enabling Works) start</u>
<u>Suitably Qualified Person</u>	<u>A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.</u>
<u>TMP</u>	<u>Tree Management Plan</u>
<u>ULDMP</u>	<u>Urban and Landscape Design Management Plan</u>

General conditions	
1.	<u>Activity in General Accordance with Plans and Information</u> (a) <u>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.</u> (b) <u>Where there is inconsistency between:</u> (i) <u>the project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</u> (ii) <u>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.</u>
2.	<u>Project Information</u> (a) <u>A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current.</u> (b) <u>All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</u> (i) <u>the status of the project;</u> (ii) <u>anticipated construction timeframes;</u> (iii) <u>contact details for enquiries;</u> (iv) <u>the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</u> (v) <u>a subscription service to enable receipt of project updates by email;</u> (vi) <u>the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA;</u> (vii) <u>when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and</u> (viii) <u>how/where to access noise modelling contours to inform development adjacent to the designation.</u> (c) <u>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.</u>
3.	<u>Stakeholder Communication and Engagement Design</u> (a) <u>At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify:</u> (i) <u>a list of Stakeholders;</u> (ii) <u>a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and</u> (iii) <u>methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above.</u> (b) <u>A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.</u>
4.	<u>Designation Review</u> <u>As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall:</u> (i) <u>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</u> (ii) <u>give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</u>
5.	<u>Lapse</u> <u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.</u>

6.	<u>Network Utility Operators (Section 176 Approval)</u> (a) <u>Prior to the Start of Construction, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</u> (i) <u>operation, maintenance and repair works;</u> (ii) <u>minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</u> (iii) <u>minor works such as new service connections; and</u> (iv) <u>the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility.</u> (b) <u>To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</u>
<u>Pre-construction conditions</u>	
7.	<u>Outline Plan</u> (a) <u>An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</u> (b) <u>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.</u> (c) <u>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:</u> (i) <u>Construction Environmental Management Plan;</u> (ii) <u>Construction Traffic Management Plan;</u> (iii) <u>Construction Noise and Vibration Management Plan;</u> (iv) <u>Urban and Landscape Design Management Plan;</u> (v) <u>Historic Heritage Management Plan;</u> (vi) <u>Ecological Management Plan;</u> (vii) <u>Tree Management Plan;</u> (viii) <u>Network Utilities Management Plan; and</u> (ix) <u>Network Integration Management Plan.</u>
8.	<u>Network Utilities Integration</u> (a) <u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so.</u> (b) <u>A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.</u>
	<u>Flood Hazard</u> <u>For the purpose of Condition 9:</u> (a) <u>AEP – means Annual Exceedance Probability;</u> (b) <u>Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;</u> (c) <u>Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv);</u> (d) <u>Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</u> (e) <u>Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and</u> (f) <u>Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).</u>

9.	<u>Flood Hazard</u> (a) <u>The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation:</u> (i) <u>no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm;</u> (ii) <u>no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm;</u> (iii) <u>maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios;</u> (iv) <u>no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is:</u> A. <u>velocity x depth greater than or equal to 0.6m²/s; or</u> B. <u>depth greater than 0.5m; or</u> C. <u>velocity greater than 2m/s.</u> (v) <u>no new Flood Prone Areas.</u> (b) <u>Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change).</u> (c) <u>Where:</u> (i) <u>the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or</u> (ii) <u>the outcomes are varied at specific location(s) through agreement with the relevant landowner.</u> <u>confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.</u>
10.	<u>Overland Flow Paths</u> <u>Where the project modifies an Overland Flow Path by either:</u> (a) <u>diverting the entry or exit point at the designation boundary; or</u> (b) <u>piping, or reducing its capacity;</u> <u>the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.</u>
11.	<u>Existing property access</u> <u>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.</u>

12.	<u>Management Plans</u> (a) <u>Any management plan shall:</u> (i) <u>be prepared and implemented in accordance with the relevant management plan condition;</u> (ii) <u>be prepared by a Suitably Qualified Person(s);</u> (iii) <u>include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</u> (iv) <u>be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</u> (v) <u>once finalised, uploaded to the project website or equivalent virtual information source.</u> (b) <u>Any management plan developed in accordance with Condition 12 may:</u> (i) <u>be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the project, or to address specific activities authorised by the designation; and</u> (ii) <u>except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</u> (c) <u>Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why;</u> (d) <u>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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and</u> (e) <u>Any material changes to the SCEMP(s) are to be submitted to the Manager for information.</u>
13.	<u>Stakeholder Communication and Engagement Management Plan (SCEMP)</u> (a) <u>A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.</u> (b) <u>To achieve the objective, the SCEMP shall include:</u> (i) <u>a list of Stakeholders;</u> (ii) <u>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);</u> (iii) <u>methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</u> (iv) <u>methods and timing to engage with owners and occupiers whose access is directly affected;</u> (v) <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 (b)(i) above; and</u> (vi) <u>linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</u> (c) <u>Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.</u>

14.	<u>Cultural Advisory Report</u> (a) <u>At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection.</u> (b) <u>To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</u> (i) <u>identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the project;</u> (ii) <u>sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</u> (iii) <u>identifies traditional cultural practices within the area that may be impacted by the project;</u> (iv) <u>identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</u> (v) <u>taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Condition 15) and HHMP (Condition 26) and the CMP referred to in Condition 20; and</u> (vi) <u>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.</u> (c) <u>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; and</u> (d) <u>Conditions 14(b) and (c) will cease to apply if:</u> (i) <u>Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and</u> (ii) <u>Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.</u>
	<u>Urban and Landscape Design Management Plan (ULDMP)</u>
15.	(a) <u>A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to:</u> (i) <u>enable integration of the project's permanent works into the surrounding landscape and urban context; and</u> (ii) <u>ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.</u> (b) <u>Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in the Cultural Advisory Report in Condition 14 may be reflected in the ULDMP.</u> (c) <u>Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.</u>

16.	(a) <u>To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project:</u> (i) <u>is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (eg. centres and density of built form), natural environment, landscape character and open space zones;</u> (ii) <u>provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</u> (iii) <u>promotes inclusive access (where appropriate); and</u> (iv) <u>promotes a sense of personal safety by aligning with best practice guidelines, such as:</u> A. <u>Crime Prevention Through Environmental Design (CPTED) principles;</u> B. <u>Safety in Design (SID) requirements; and</u> C. <u>Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</u> (b) <u>The ULDMP shall be prepared in general accordance with:</u> (i) <u>New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</u> (ii) <u>New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and</u> (iii) <u>New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</u>
-----	--

17.	The ULDMP(s) shall include: (a) <u>a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</u> (b) <u>developed design concepts, including principles for walking and cycling facilities and public transport;</u> (c) <u>landscape and urban design details – that cover the following:</u> (i) <u>road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;</u> (ii) <u>roadside elements – such as lighting, fencing, wayfinding and signage;</u> (iii) <u>architectural and landscape treatment of all major structures, including bridges and retaining walls;</u> (iv) <u>architectural and landscape treatment of noise barriers;</u> (v) <u>landscape treatment and planting of permanent stormwater control wetlands and swales;</u> (vi) <u>integration of passenger transport;</u> (vii) <u>pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</u> (viii) <u>historic heritage places with reference to the HHMP (Condition 26); and</u> (ix) <u>re-instatement of construction and site compound areas; and</u> (x) <u>features disturbed during construction and intended to be reinstated such as:</u> A. <u>boundary features;</u> B. <u>driveways;</u> C. <u>accessways;</u> D. <u>fences; and</u> E. <u>any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours;</u> (d) <u>the ULDMP shall also include the following planting and maintenance details:</u> (i) <u>planting design details including:</u> A. <u>identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 29) and EMP (Condition 28). Where practicable, mature trees and native vegetation should be retained;</u> B. <u>street trees, shrubs and ground cover suitable for the location;</u> C. <u>treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</u> D. <u>identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); and</u> E. <u>integration of any planting required by conditions of any resource consents for the project;</u> (ii) <u>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 each Stage of Work; and</u> (iii) <u>detailed specifications relating to the following:</u> A. <u>weed control and clearance;</u> B. <u>pest animal management (to support plant establishment);</u> C. <u>ground preparation (top soiling and decompaction);</u> D. <u>mulching; and</u> E. <u>plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</u>
-----	---

Construction conditions	
18.	<u>Construction Environmental Management Plan (CEMP)</u> (a) <u>A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable.</u> (b) <u>To achieve the objective, the CEMP shall include:</u> (i) <u>the roles and responsibilities of staff and contractors;</u> (ii) <u>details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</u> (iii) <u>the Construction Works programmes and the staging approach, and the proposed hours of work;</u> (iv) <u>details of the proposed construction yards including temporary screening when adjacent to residential areas;</u> (v) <u>details of the proposed construction lighting;</u> (vi) <u>methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</u> (vii) <u>methods for providing for the health and safety of the general public;</u> (viii) <u>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;</u> (ix) <u>procedures for incident management;</u> (x) <u>location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</u> (xi) <u>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;</u> (xii) <u>procedures for responding to complaints about Construction Works; and</u> (xiii) <u>methods for amending and updating the CEMP as required.</u>
19.	<u>Complaints Process</u> (a) <u>At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</u> (i) <u>the date, time and nature of the complaint;</u> (ii) <u>the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</u> (iii) <u>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;</u> (iv) <u>the outcome of the investigation into the complaint; and</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.</u> (b) <u>A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</u>

20.	<u>Cultural Monitoring Plan (CMP)</u> (a) <u>Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</u> (b) <u>To achieve the objective, the CMP shall include:</u> (i) <u>requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua;</u> (ii) <u>requirements and protocols for cultural inductions for contractors and subcontractors;</u> (iii) <u>identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</u> (iv) <u>identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</u> (v) <u>details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol;</u> (c) <u>If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.</u> <u>Advice note:</u> <u>Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</u>
-----	---

21.	<u>Construction Traffic Management Plan (CTMP)</u> (a) <u>A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</u> (b) <u>To achieve this objective, the CTMP shall include:</u> (i) <u>methods to manage the effects of temporary traffic management activities on traffic;</u> (ii) <u>measures to ensure the safety of all transport users;</u> (iii) <u>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 Education Facilities or to manage traffic congestion;</u> (iv) <u>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;</u> (v) <u>identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists;</u> (vi) <u>methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods;</u> (vii) <u>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;</u> (viii) <u>methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services);</u> (ix) <u>details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and</u> (x) <u>details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded.</u> (c) <u>Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.</u>
-----	---

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

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, 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 Table 23-1 as far as practicable.

Table 23-1 Construction Vibration Standards

<u>Receiver</u>	<u>Details</u>	<u>Category A*</u>	<u>Category B*</u>
<u>Occupied activities sensitive to noise</u>	<u>Night-time 2000h - 0630h</u>	<u>0.3mm/s ppv</u>	<u>1mm/s ppv</u>
	<u>Daytime 0630h - 2000h</u>	<u>1mm/s ppv</u>	<u>5mm/s ppv</u>
<u>Other occupied buildings</u>	<u>Daytime 0630h - 2000h</u>	<u>2mm/s ppv</u>	<u>5mm/s ppv</u>
<u>All other buildings</u>	<u>At all other times</u> <u>Vibration transient</u>	<u>5mm/s ppv</u>	<u>BS 5228-2**</u> <u>Table B2</u>
	<u>At all other times</u> <u>Vibration continuous</u>	<u>5mm/s ppv</u>	<u>BS 5228-2**</u> <u>50% of Table B2 values</u>

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

24.	<u>Construction Noise and Vibration Management Plan (CNVMP)</u> (a) <u>A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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.</u> (b) <u>To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</u> (i) <u>description of the works and anticipated equipment/processes;</u> (ii) <u>hours of operation, including times and days when construction activities would occur;</u> (iii) <u>the construction noise and vibration standards for the project;</u> (iv) <u>identification of receivers where noise and vibration standards apply;</u> (v) <u>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;</u> (vi) <u>methods and frequency for monitoring and reporting on construction noise and vibration;</u> (vii) <u>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;</u> (viii) <u>contact details of the Project Liaison Person;</u> (ix) <u>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;</u> (x) <u>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 A or Category B will not be practicable;</u> (xi) <u>identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels;</u> (xii) <u>procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</u> (xiii) <u>methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and</u> (xiv) <u>requirements for review and update of the CNVMP.</u>
-----	--

25.	<u>Schedule to a CNVMP</u> (a) <u>A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</u> (i) <u>construction noise is either predicted or measured to exceed the noise standards in Condition 22; or</u> (ii) <u>construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 23.</u> (b) <u>The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.</u> (c) <u>To achieve the objective, the Schedule shall include details such as:</u> (i) <u>construction activity location, start and finish times;</u> (ii) <u>the nearest neighbours to the construction activity;</u> (iii) <u>the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 22 and 23 and the predicted duration of the exceedance;</u> (iv) <u>for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</u> (v) <u>the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</u> (vi) <u>a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</u> (vii) <u>location, times and types of monitoring.</u> (d) <u>The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule.</u> (e) <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 information in accordance with (d) 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.</u>
-----	--

26.

Historic Heritage Management Plan (HHMP)

- (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.
- (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project;
 - (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and
 - C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14).

Advice note:

Accidental Discoveries

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.

27.	<u>Pre-Construction Ecological Survey</u> (a) <u>At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by:</u> (i) <u>confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and</u> (ii) <u>confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions.</u> (b) <u>If the ecological survey confirms the presence of species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</u>
28.	<u>Ecological Management Plan (EMP)</u> (a) <u>An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable.</u> (b) <u>If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective:</u> (i) <u>measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats;</u> (ii) <u>timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable;</u> (iii) <u>details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and</u> (iv) <u>details of measures to minimise any disturbance from operational light spill.</u> <u>Advice note:</u> <u>Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans:</u> (i) <u>stream and/or wetland restoration plans;</u> (ii) <u>vegetation restoration plans; and</u> (iii) <u>fauna management plans (eg avifauna).</u>

29.	<u>Tree Management Plan (TMP)</u> (a) <u>Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4.</u> (b) <u>To achieve the objective, the TMP shall:</u> (i) <u>confirm that the trees listed in Schedule 4 still exist; and</u> (ii) <u>demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include:</u> A. <u>any opportunities to relocate listed trees where practicable;</u> B. <u>planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17);</u> C. <u>tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</u> D. <u>methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures.</u> (c) <u>Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.</u>
30.	<u>Network Utility Management Plan (NUMP)</u> (a) <u>A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</u> (b) <u>To achieve the objective, the NUMP shall include methods to:</u> (i) <u>provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u> (ii) <u>protect and where necessary, relocate existing network utilities;</u> (iii) <u>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;</u> (iv) <u>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.</u> (c) <u>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.</u> (d) <u>Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u> (e) <u>Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u>
31.	<u>Network Integration Management Plan (NIMP)</u> (a) <u>At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP.</u> (a) <u>The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the:</u> (i) <u>Project implementation approach and any staging of the project, including both design, management and operational matters.</u> (ii) <u>Sequencing of the project with the planned transport network, including both design, management and operational matters.</u>

Operational conditions**32.****Station Noise**

All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels at any residential site boundary, with reference to the New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound" and the New Zealand Standard NZS 6802:2008 "Acoustics - Environmental Noise."

<u>Time</u>	<u>Noise level</u>
<u>Monday to Saturday 7am-10pm</u> <u>Sunday 9am-6pm</u>	<u>50dB L_{Aeq}</u>
<u>All other times</u>	<u>40dB L_{Aeq}</u> <u>75dB L_{AFmax}</u>

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

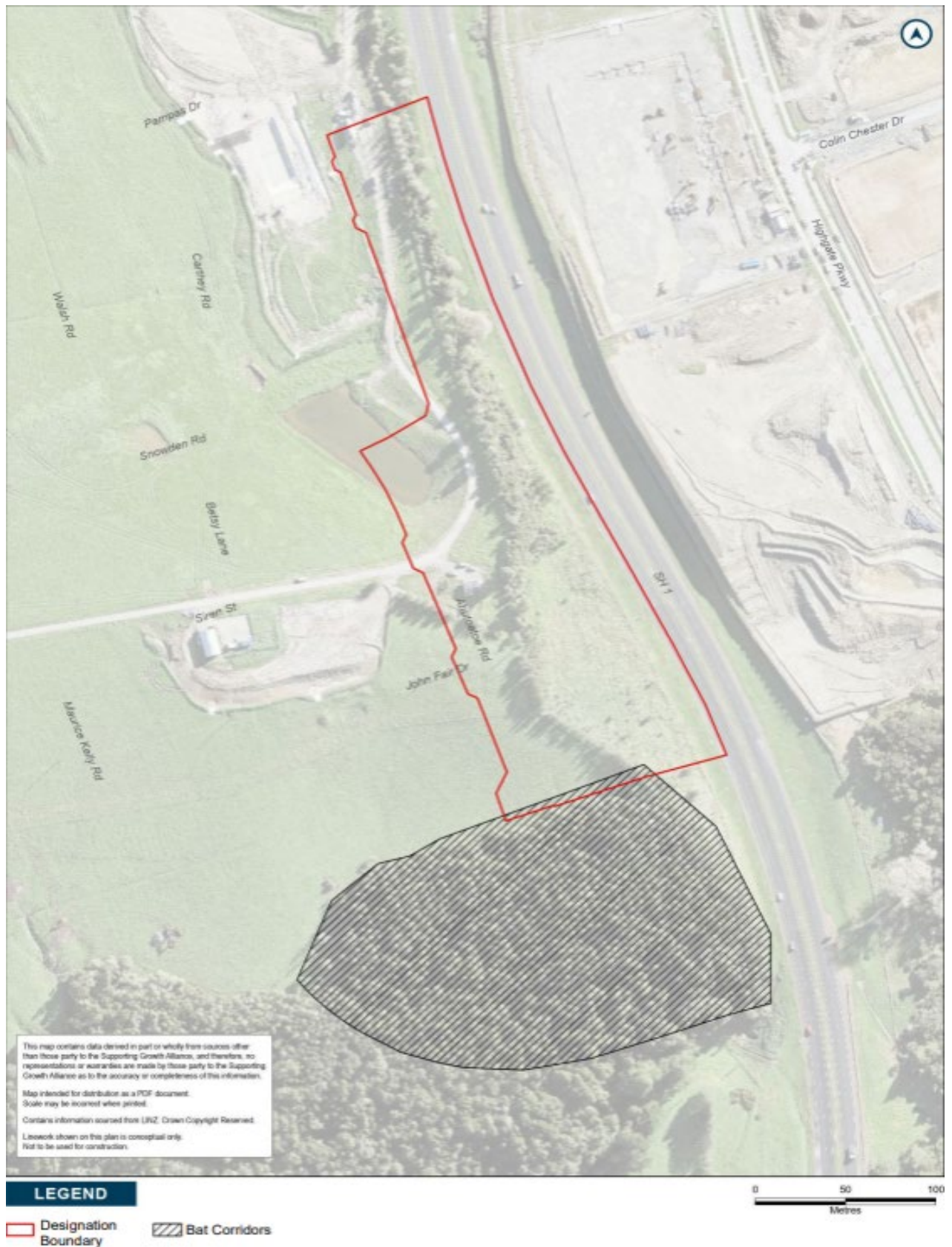
The proposed work is shown in the following Concept Plan and includes, but is not limited to:

- A new rapid transit station and facilities, including active mode and transport interchange facilities;
- Associated works including, accessways, bridges, embankments, retaining, culverts, stormwater management systems, lighting, utility services, landscaping;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified Biodiversity Areas



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

<u>Ecological Value →</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Negligible</u>
<u>Magnitude ↓</u>					
<u>Very high</u>	<u>Very high</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>
<u>High</u>	<u>Very high</u>	<u>Very high</u>	<u>Moderate</u>	<u>Low</u>	<u>Very low</u>
<u>Moderate</u>	<u>High</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Very low</u>
<u>Low</u>	<u>Moderate</u>	<u>Low</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>
<u>Negligible</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>
<u>Positive</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>

Schedule 4: Trees to be included in the Tree Management Plan

<u>Tree number</u>	<u>Vegetation type</u>	<u>Protection</u>	<u>Location</u>	<u>Species</u>	<u>Age</u>
106	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	Poplar (<i>Populus sp.</i>), mass planted Manuka (<i>Leptospermum scoparium</i>), Eucalypt (<i>Eucalyptus sp.</i>), Wattle (<i>Acacia sp.</i>) and the pioneer species such as Harakeke (<i>Phormium sp.</i>) and Tarata (<i>Pittosporum tenuifolium</i>)	Semi-mature
107	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	She Oak (<i>Casuarina cunninghamiana</i>)	Semi-mature



Attachment C – Updated NZTA schedule and
new Designation 6782 New Milldale Station and
Associated Facilities (Clean Text)

Designation Schedule - New Zealand Transport Agency

Number	Purpose	Location
6700	Motorway	State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay
6701	Motorway	State Highway 1 from Bombay Road to Mill Road, Bombay
6702	State Highway - declared limited access road	State Highway 1 from Mill Road to south of Beaver Road East (Waikato District Council boundary), Bombay
6703	Road	State Highway 1 at Great South Road on-ramp, Bombay
6704	State Highway - declared limited access road	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6705	Land for road widening - 5m where indicated on Map 100, to a minimum width of 30m of road reserve	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6706	Motorway purposes Auckland - Hamilton	State Highway 1 from north of Takanini interchange to south of Quarry Road, Drury
6707	State Highway 22	State Highway 22 (Karaka Road and Great South Road) from east of Woodlyn Road, Karaka to State Highway 1,
6708	South Western Motorway (State Highway 20)	State Highway 20 from (1) east of Great south Road, Manukau City Centre to Cavendish Drive interchange, Wiri and from (2) Massey Road to Walmsley Road, Mangere
6709	South Western Motorway (State Highway 20)	State Highway 20 from (1) Manukau Harbour Crossing to Tararata Creek, Mangere and from (2) Massey Road, Mangere to Cavendish Drive interchange, Wiri
6710	Manukau Harbour Crossing	Waterfront Road Reserve, Coronation Road, Rimu Road and Mahunga Drive, Mangere
6712	Airport Motorway (State Highway 20A)	State Highway 20A from Bader Drive to south of Kirkbride Road, Mangere
6713	George Bolt Memorial Drive	State Highway 20A (George Bolt Memorial Drive) from Kirkbride Road to Auckland International Airport,
6714	Southern Motorway (State Highway 1)	State Highway 1 from north of Highbrook Drive, Otara to south of Great South Road, Takanini
6715	Southern Motorway widening East Tamaki Road	State Highway 1 at East Tamaki Road interchange, Otara
6716	South Western Motorway - State Highway 20 (connection to State Highway 1)	State Highway 20 from Great South Road, Manukau City Centre to Cavendish Drive interchange, Wiri
6717	State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui and SH20/20B Interchange to Manukau Memorial Gardens

6718	Motorway	State Highway 1 from (1) Auckland Harbour Bridge, Westhaven to Fanshawe Street, Freemans Bay and from (2) Grafton Road, Grafton to Tamaki River, Otahuhu, and State Highway 16 from (3) Newton Road, Eden Terrace to Whau River bridge, Avondale and State Highway 20 from (4) Hillsborough Road, Hillsborough to Manukau Harbour Crossing, Onehunga
6719	Motorway - Shelley Beach Road priority lane	State Highway 1 at Shelly Beach Road, Westhaven
6720	Motorway - Newmarket Viaduct improvement project	State Highway 1 from Gillies Avenue to St Marks Road off-ramp, Newmarket
6721	Motorway - Victoria Park tunnel project	State Highway 1 from Victoria Park, Auckland Central to Shelley Beach Road off-ramp, Westhaven
6722	To alter designation A07-01, SH16, causeway and Rosebank Peninsula	State Highway 16 from the causeway to north of Patiki Road on-ramp, Avondale
6723	To alter designation A07-01, SH16, between Great North Road and St Lukes Interchange ...	State Highway 16 from Great North Road, Avondale to St Lukes Road, Western Springs
6724	The designation provides for the construction, and subsequent operation, maintenance and minor improvement of the motorway	State Highway 16 in the vicinity of (1) Patiki Road, Avondale and (2) Rosebank Road, Avondale
6725	Construction of a public road to provide access to properties at the northern end of Patiki Road	State Highway 16 on Patiki Road, Avondale
6726	For a new designation, SH16, SH20 and Great North underpass – NOR4. A new surface designation for ...	State Highway 20 from Great North Road (in the vicinity of Alverston Street) to the northern portal (vicinity of Great North Road interchange), Waterview
6727	12.2 metre height restriction affecting land within 76.2 meters of the centre line of the Newmarket Viaduct	Vicinity of Newmarket Viaduct (State Highway 1), Newmarket
6728	For a new designation, SH20 tunnels, Great North Road underpass to Alan Wood Reserve ...	State Highway 20 from Alan Wood Reserve, Mt Roskill to Great North Road, Waterview
6729	Proposed motorway; proposed motorway and railway; proposed road, Hayr Road to Richardson Road ...	State Highway 20 from Hillsborough Road, Hillborough to Maioro Street, Mt Roskill
6730	For new designation, SH20, southern tunnel portal to Maioro Street interchange	State Highway 20 from Maioro Street to Alan Wood Reserve, Mt Roskill
6731	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillsborough to Ernie Pinches Street, Mt Roskill Hillsborough Road
6732	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillborough to Maioro Street, Mt Roskill
6733	The designation is for the following work: ...	State Highway 20 in the vicinity of Earnie Pinches Street, My Roskill

6734	Otahuhu Southern Motorway	State Highway 1 at Otahuhu interchange, Otahuhu
6735	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 from Wellington Street to Victoria Park, Auckland Central
6736	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 and 16 from Grafton Road, Grafton to Wellington Street, Auckland Central and State Highway 16 from Parnell Rise to Newton Road, Auckland Central
6738	Alteration to designation NZTA1, SH16, between Whau River and Henderson Creek ...	State Highway 16 from Whau Creek to Henderson Creek, Te Atatu
6740	N/A	State Highway 16 from north end of Fred Taylor Drive to Brighams Creek, Whenuapai
6741	N/A	State Highways 16 from Westgate interchange, Westgate to Brigham Creek Road intersection, Whenuapai and State Highway 18 from Westgate interchange, Westgate to Greenhithe Bridge, Hobsonville
6742	Refer NOR-2010-1559	State Highway 16 from Henderson Creek, Henderson to Huruhuru Road Bridge, Massey
6743	Refer NOR-2010-1136	State Highway 16 from west of Huruhuru Road bridge, Massey to Westgate interchange, Westgate
6744	N/A	State Highway 16 south of Westgate interchange, Westgate
6747	Motorway administration and maintenance	28 Sulphur Beach Road, Northcote
6748	Auckland Harbour Bridge works depot and anchorage	9 Princes Street, Northcote Point
6749	Auckland Harbour Bridge works depot and anchorage	Queen Street (Pt Allotment 68 TTN of Woodside) , Northcote Point
6750	Auckland-Waiwera Motorway (State Highway 1), including planning, design, supervision, construction and maintenance ...	State Highway 1 from Auckland Harbour Bridge, Northcote to Greville Road interchange, Albany
6751	Proposed Motorway (Auckland/Waiwera Motorway State Highway 1), including planning, design, supervision, construction	State Highway 1 from Greville Road interchange, Albany to Lonely Track Road, Albany
6753	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 from Constellation Drive interchange (State Highway 1) to west of Paul Matthews Road, Rosedale
6756	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 (Upper Harbour Highway) from west of Paul Matthews Road, Rosedale to Upper Harbour Bridge, Greenhithe
6757	The North Shore Busway ...	North Shore Busway from south of Onewa Road interchange, Onewa to Constellation Drive interchange,
6758	Constellation Drive Station ...	Corner Constellation Drive interchange and State Highway 1, Rosedale

6759	Motorway	State Highway 1, Silverdale interchange, Silverdale
6760	Motorway	State Highway 1 from Lonely Track Road, Redvale to Silverdale interchange, Silverdale
6761	Motorway and limited access highway and associated interchange	State Highway 1 from Bankside Road, Silverdale to Titfords Bridge, Puhoi
6762	Withdrawn	
6763	State Highway 1	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
6764	Withdrawn	
6765	State Highway 1 / Wayby Valley Road / Wayby Station Road intersection	State Highway 1 intersection with Wayby Station Road and Wayby Valley Road, Wellsford
6766	State Highway 16	State Highway 16 from Brigham Creek, Hobsonville to State Highway 1, Wellsford
6768	Road widening	State Highway 16 (Main Road), Kumeu and Huapai
6769	The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)	State Highway 1, Puhoi to Warkworth
6770	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	1 Ascot Road, Mangere
6771	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	2 Ascot Road, Mangere
6772	Road widening	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
6773	To construct, operate and maintain Section 2 (St Johns Road to Meadowbank Train Station) of the Glen Innes to Tamaki Drive proposed shared pedestrian and cycle path.	Pourewa Valley within the area bounded by St Johns Road (St Johns) to the east, Orakei Basin to the west, Whytehead Crescent, Edison Place and John Rymer Place and the Pourewa Creek (Kohimarama) to the north and North Island Main Trunk Line, Purewa Cemetery, Tahapa Crescent and Purewa Road (Meadowbank) to the south.
6774	Withdrawn	
6775	The construction, operation and maintenance of the busway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 – Northern Busway Extension. Adjacent to the east of State Highway 1 from Constellation Bus Station and connection across State Highway 1 to the Albany Bus Station

6776	Shared Use Path – for the construction, operation and maintenance of the Shared Use Path and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 and State Highway 18 Shared Use Path. Adjacent to the east of State Highway 1 from Constellation Bus Station to Oteha Road, adjacent to the north of State Highway 18 from Constellation Drive to Albany Highway, and intermediate linkages to the local network
6777	Weiti Crossing	East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparaoa
6778	Designation for the construction, operation and maintenance of a shared path and associated infrastructure.	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury; from north of the Papakura Interchange through to Otūwairoa (Slippery Creek) Bridge; from north of Bremner Road to the Drury Interchange.
6779	Construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana	Between Warkworth and Te Hana
6780	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Between Great South Road in the north east, State Highway 22 in the west and the area in the vicinity of Sim Road/Cape Hill Road in the south.
6781	To construct, operate, maintain, and improve a vehicle safety centre as part of the operation of the state highway network.	253 Mill Road, Bombay
6782	To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure	Milldale

6782 New Milldale Station and Associated Facilities

Designation Number	6782
Requiring Authority	New Zealand Transport Agency
Location	Milldale
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

Purpose

To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Education Facility	Facility used for education to secondary level. Includes: - schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.

	Excludes: • care centres; and • tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngāti Manuhiri (b) Te Kawerau ā Maki (c) Te Ākitai Waiohū (d) Ngāti Whanaunga (e) Te Runanga o Ngāti Whātua (f) Ngāti Maru (g) Te Patu Kirikiri (h) Ngāti Whātua o Kaipara (i) Ngāti Tamaterā (j) Ngai Tai ki Tāmaki (k) Ngāti Paoa Iwi Trust (l) Ngāti Paoa Trust Board Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
North Growth Area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Overland Flow Path	Means a low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m ²

Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) Education Facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
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; (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 as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. This shall be updated as required so it remains current. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under section 176(1)(b) of the RMA; (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (viii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.
3.	Stakeholder Communication and Engagement Design (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably 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 the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.

6.	Network Utility Operators (Section 176 Approval) (a) Prior to the Start of Construction, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation 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	
7.	Outline Plan (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) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; (viii) Network Utilities Management Plan; and (ix) Network Integration Management Plan.
8.	Network Utilities Integration (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the project, where practicable to do so. (b) A summary of the consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be submitted to the Manager for information with the Outline Plan(s) prepared for the project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (9)(a)(i) – (iv); (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and (f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).

9.	Flood Hazard (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. Flood Hazard is: A. velocity x depth greater than or equal to 0.6m²/s; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
10.	Overland Flow Paths Where the project modifies an Overland Flow Path by either: (a) diverting the entry or exit point at the designation boundary; or (b) piping, or reducing its capacity; the design shall provide for the continued passage of flow in a manner which manages potential effects upstream and downstream of the modified Overland Flow Path.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.

12.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified 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) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 12 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; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) 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); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection. (b) To achieve the objective, the 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 ULDMP (Condition 15) and HHMP (Condition 26) and the CMP 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. (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; and (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to the Start of Construction; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to the Start of Construction.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. 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. (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 the Cultural Advisory Report in Condition 14 may be reflected in the ULDMP. (c) Relevant Stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, 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 (eg. 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: 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. (b) The ULDMP shall be prepared in general accordance with: (i) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iii) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.
-----	--

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) features disturbed during construction and intended to be reinstated such as: A. boundary features; B. driveways; C. accessways; D. fences; and E. any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours; (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (Condition 29) and EMP (Condition 28). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); and E. integration of any planting required by conditions of any resource consents for the project; (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 each Stage of Work; and (iii) detailed specifications 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, and use of eco-sourced species.
-----	---

Construction conditions	
18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) 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; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	Complaints Process (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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	Cultural Monitoring Plan (CMP) (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to the Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol; (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.
-----	---

21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) 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 Education Facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / Stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.
-----	---

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, 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 Table 23-1 as far as practicable.

Table 23-1 Construction Vibration Standards

Receiver	Details	Category A*	Category B*
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values

* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.
- (d) If measured or predicted vibration from construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.

24.	Construction Noise and Vibration Management Plan (CNVMP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and 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 activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23) Category A or Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
-----	---

25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, 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 22; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 22 and 23 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) 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.
-----	---

26.	Historic Heritage Management Plan (HHMP) (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) 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 HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the New Zealand Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
-----	--

27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken in the relevant location by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or is likely to have a moderate or greater level of ecological effect on species of value (prior to implementation of impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 3 of these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the project on the features of ecological value in Confirmed Biodiversity Areas as far as practicable. (b) If an EMP is required in accordance with (a) for the presence of long tail bats, the EMP may include the following to achieve the objective: (i) measures to minimise, as far as practicable, disturbance from construction activities within 50m of any active long tail bat roosts that are discovered through survey until such roosts are confirmed to be vacant of bats; (ii) timing of any Construction Works within 50m of any active long tail bat maternity roosts. Those Construction Works shall be undertaken outside the bat maternity period (between December and March) where practicable; (iii) details of areas where vegetation is to be retained and where additional planting is proposed to be provided and maintained for the purposes of the connectivity of long tail bat habitats; and (iv) details of measures to minimise any disturbance from operational light spill. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and (iii) fauna management plans (eg avifauna).

29.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 4 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 4. This may include: A. any opportunities to relocate listed trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards including provision of kauri dieback management measures. (c) Where replacement planting of any tree listed in Schedule 4 is required under (b)(ii)(B) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m²) for Group of Trees.
30.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, 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) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (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) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
31.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. (a) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the North Growth Area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the project, including both design, management and operational matters. (ii) Sequencing of the project with the planned transport network, including both design, management and operational matters.

Operational conditions		
32.	Station Noise All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels at any residential site boundary, with reference to the New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and the New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise.”	
	Time	Noise level
	Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L _{Aeq}
	All other times	40dB L _{Aeq} 75dB L _{AFmax}

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

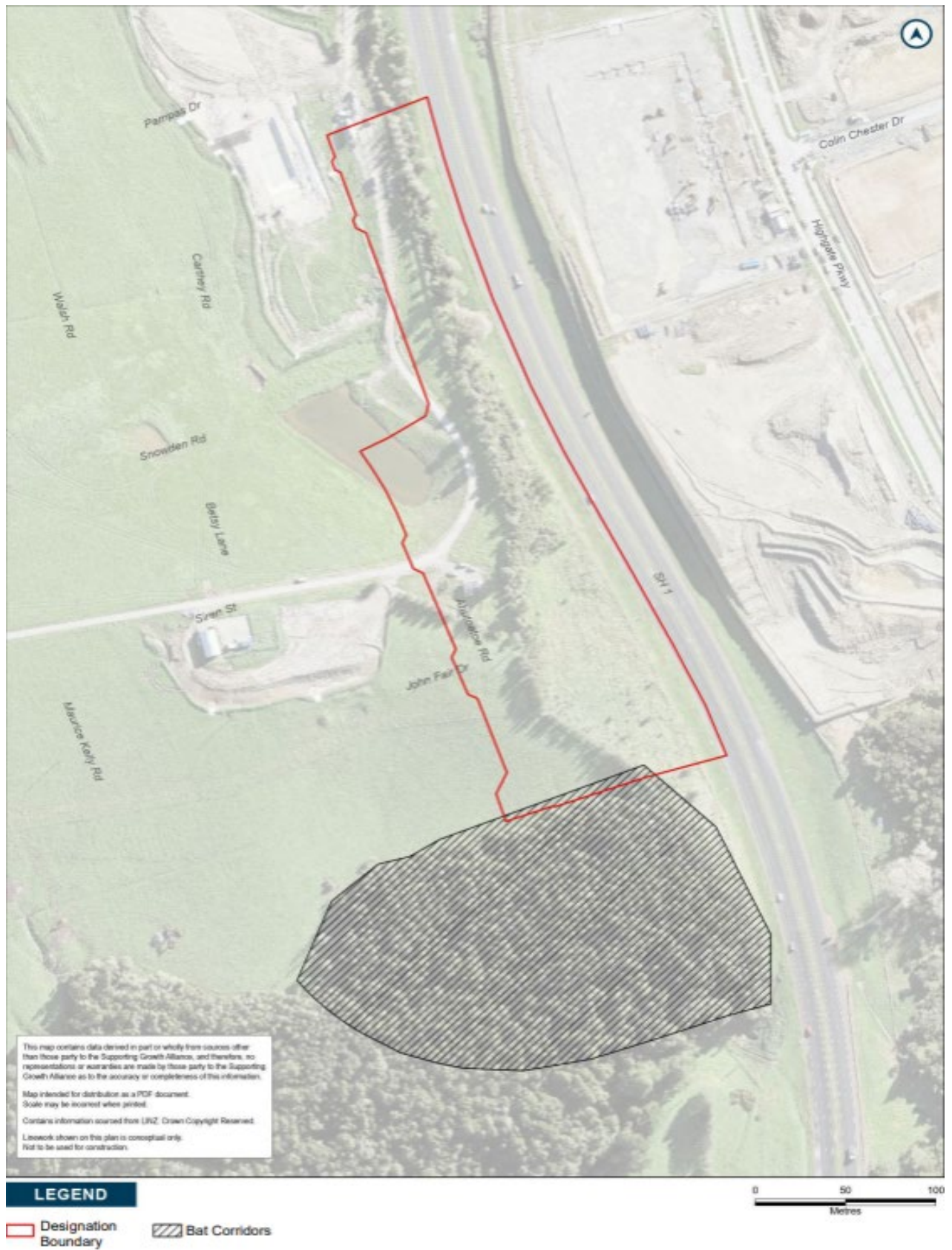
The proposed work is shown in the following Concept Plan and includes, but is not limited to:

- A new rapid transit station and facilities, including active mode and transport interchange facilities;
- Associated works including, accessways, bridges, embankments, retaining, culverts, stormwater management systems, lighting, utility services, landscaping;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified Biodiversity Areas



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Trees to be included in the Tree Management Plan

Tree number	Vegetation type	Protection	Location	Species	Age
106	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	Poplar (<i>Populus sp.</i>), mass planted Manuka (<i>Leptospermum scoparium</i>), Eucalypt (<i>Eucalyptus sp.</i>), Wattle (<i>Acacia sp.</i>) and the pioneer species such as Harakeke (<i>Phormium sp.</i>) and Tarata (<i>Pittosporum tenuifolium</i>)	Semi-mature
107	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	She Oak (<i>Casuarina cunninghamiana</i>)	Semi-mature



Attachment D – Updated AUP GIS Viewer

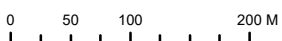
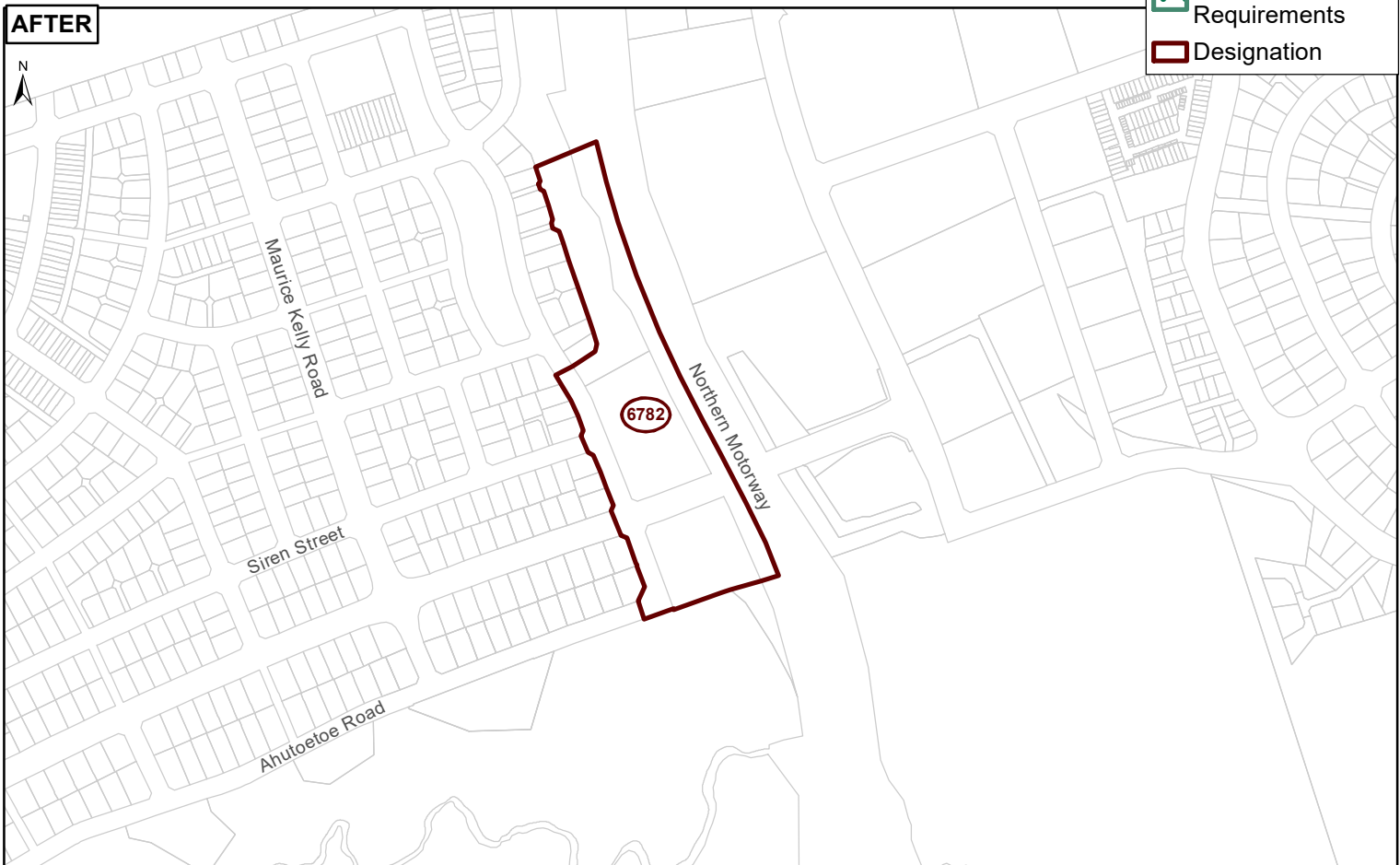
BEFORE



Legend

- Notice of Requirements
- Designation

AFTER



New Designation - ID 6782

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 2/05/2025