

NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND

June 2025

NZ Transport Agency Waka Kotahi
Mill Road (Takaanini Section)



Notice of Requirement for a Designation of Land Under Section 168 of the Resource Management Act 1991

Form 18: Notice of requirement by requiring authority for designation

To: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

From: NZ Transport Agency Waka Kotahi
PO Box 106602
Auckland 1143

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) NZ Transport Agency Waka Kotahi (NZTA) gives notice of a requirement for a designation for a project.

The purpose of the proposed designation is **to construct, operate, maintain, and improve a State Highway, and associated infrastructure.**

NZTA is a network utility operator approved as a requiring authority under Section 167 RMA. The Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Amendment Act 2008 which confirms that the order applies to New Zealand Transport Agency – these confirm the New Zealand Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway.
- Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the New Zealand Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.
- Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2023 (NZ Gazette, Notice Number 2023-go4371) – this confirms the New Zealand Transport Agency as a requiring authority for the purpose of undertaking a network utility operation consisting of constructing or operating (or proposing to construct or operate) (including maintaining, replacing, upgrading, improving, enhancing, expanding, realigning, and altering) rapid transit networks and projects and their ancillary structures, works and activities in New Zealand on a mode-neutral basis (either road or rail or both).

The legal name for NZTA as a Requiring Authority is the New Zealand Transport Agency. When the designation is confirmed, the name of the Requiring Authority to be recorded in the district plan is the 'New Zealand Transport Agency', and the purpose of the designation to be recorded is 'to construct, operate, maintain, and improve a state highway and associated infrastructure'.

The site to which the requirement applies is as follows:

The area of the proposed designation is shown on the Designation Plans in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 76.9 hectares over a corridor length of approximately 5km located between the intersection of Mill Road and Alfriston Road and a new intersection with Papakura-Clevedon Road.

The requirement applies to 69 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property in **Attachment B** of this Notice.

The nature of the proposed work is:

The project is for the construction, operation and maintenance of a state highway and associated activities between the intersection of Mill Road and Alfriston Road and a new intersection with Papakura-Clevedon Road. The proposed alignment deviates up to 1.6km to the east of the existing Mill Road-Cosgrave Road between Takaanini and Ardmore. The Project is further described in **Section 2** of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- Four 3.5m traffic lanes – i.e. two lanes per direction.
- Wire rope median and roadside barriers, with 1.5m sealed central width and 1.0m shoulder width.
- Dual-lane at-grade roundabouts at three key intersections:
 - a. Realigned connection at Popes Road / Phillip Road;
 - b. Airfield Road; and
 - c. Southern tie-in with Papakura-Clevedon Road.
- A new bridge structure (approximately 200m in length) crossing the Papakura Stream and Phillip Road.
- Closure of Hamlin Road on either side of the alignment.
- Raising the road levels from the existing ground level for flood resilience.
- Cut batter slopes and fill embankments, including preload (earthworks).
- Stormwater management devices including conveyance, treatment, and attenuation swales, diversion drains, a treatment wetland, and cross culverts.

- Associated construction activities including site access construction, establishment of site compound and construction laydown areas, vegetation clearance, building demolition, installation of environmental controls, traffic management, relocation and protection of utilities and services.

The nature of the proposed conditions that would apply are:

The proposed conditions that would apply are in **Attachment C** of this Notice.

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated are:

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated, are set out in **Section 6** of the AEE.

Positive effects are summarised at Section 6.1 of the AEE, and relate primarily to the following transport benefits:

- The Project will deliver four new lanes via an offline alignment, representing a material increase in corridor capacity beyond what is possible through online upgrades. As a net addition to the strategic road network, the Project enhances system capacity, relieves existing bottlenecks, and enables the safe and efficient movement of people and freight.
- The Project will introduce a new offline north-south corridor parallel to State Highway 1, thereby increasing the resilience of the Auckland road network. The route will offer a reliable alternative for both strategic and local trips.
- The Project will offer a step change in user experience and travel time reliability. Its offline alignment enables a high-speed corridor with delays from frequent intersections, driveways, and urban access points minimised. Journey times are expected to be significantly shorter and more predictable as a result.
- The Project will be built to contemporary RONS safety standards including median separation, side barriers, and limited access points; all of which will reduce the likelihood of high-severity crashes.
- The Project is an enabler of urban growth in Southern Auckland, and indirectly supports mode shift and improved performance on the wider network by removing traffic from parallel routes such as Great South Road and Porchester Road.

While the above benefits relate to the full 21.5km extent of the proposed Mill Road Corridor, the works extent covered by the NOR is a significant stage of this corridor, and therefore an integral part of realising the wider benefits.

The following additional positive effects are also anticipated:

- The Project will incorporate raised road levels to be above predicted future floodplains, improving the management of flood hazards and the resilience of the transport network to flood events;
- The Project will be designed to convey stormwater flows without worsening flood impacts upstream or downstream of the project;

- The Project will incorporate sufficient space to add stormwater conveyance, treatment, and attenuation devices. This will reduce potential flood impacts for road users and improve stormwater quality;
- The Project will result in noise level reductions for dwellings on the existing Mill Road as a result of the alignment shifting eastwards; and
- The Project will incorporate planting/revegetation opportunities which will have benefits from an ecological, arboricultural, and landscape and visual standpoint.

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

- Transport effects (Section 6.2 of the AEE);
- Noise and Vibration effects (Section 6.3 of the AEE);
- Flooding effects (Section 6.4 of the AEE);
- Archaeological effects (Section 6.5 of the AEE);
- Landscape and Visual effects (Section 6.6 of the AEE);
- Ecological effects (Section 6.7 of the AEE);
- Arboricultural effects (Section 6.8 of the AEE); and
- Utilities effects (Section 6.9 of the AEE).

Alternative sites, routes, and methods have been considered to the following extent:

The alternative sites, routes and methods that have been considered are set out in **Section 4** of the AEE. In summary these have included the following optioneering processes including assessments undertaken as part of Te Tupu Ngātahi Supporting Growth (Supporting Growth Alliance) between 2018-22:

- An Indicative Business Case, which considered the need for the Mill Road Corridor as a strategic route in the context of an Indicative Strategic Transport Network for the Southern growth area. This process included Multi-Criteria Assessment (MCA) of a filtered longlist of 151 options in nine option groupings. The Mill Road Corridor was identified as an integral part of the Indicative Strategic Transport Network through this process and was taken forward for further investigation on this basis.
- A Detailed Business Case considered numerous alternatives for the Takaanini, Papakura, and Drury sections of the Mill Road Corridor through a series of MCA processes. This included a total of seven alignment options in the Takaanini section to which this NOR relates.
- Further optioneering for the NOR extent in 2025 to retest previous conclusions in the context of new information, and confirm a preferred alignment for the NOR. This included multiple workshops with Mana Whenua in May 2025.

The proposed work and designation are reasonably necessary for achieving the objectives of the requiring authority because:

The objective of NZTA under Section 94 of the Land Transport Management Act 2003 (LTMA) is *“to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest”*.

The objectives of NZTA for the Project are to:

Provide for a transport corridor between the southern end of Mill Road Stage One (at Alfriston Road) and Papakura-Clevedon Road to improve traffic efficiency and enhance network resilience.

The proposed work is reasonably necessary for achieving the objectives of NZTA because:

- It will authorise the construction of a transport corridor between the end of Mill Road Stage One and Papakura-Clevedon Road as well as its ongoing operation and maintenance, which will allow the Project to improve traffic efficiency and enhance network resilience, thus enabling the project objective to be met.
- All of the designation extent is necessary to allow NZTA to construct, operate and maintain the Project. Space is allowed in the designation for activities that are needed as part of the construction, operation and maintenance, including stormwater treatment, construction space and laydown areas, and access to the road by users and maintenance staff.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable NZTA to carry out the proposed work. The principal reasons for requiring a designation to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Auckland Unitary Plan: Operative in Part (AUP:OP), giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the Project.

The following resource consents are needed for the proposed activity and have not been applied for:

All resource consents will be sought at a later date.

The following consultation has been undertaken with parties that are likely to be affected:

The consultation undertaken is set out in **Section 5** of the AEE.

The Project has been through the following stages of engagement, dating back to consultation undertaken as part of Te Tupu Ngātahi Supporting Growth (Supporting Growth Alliance):

- Te Tupu Ngātahi – Indicative Business Case (2018-2019) - Seeking feedback on the Indicative Strategic Transport Network for the Southern growth areas, including Hui with Mana Whenua, workshops with stakeholders, project information days, and initial landowner meetings;
- Te Tupu Ngātahi – Detailed Business Case (2019-2021) - Update on how feedback received during the Indicative Business Case had been incorporated into the option assessment and refinement process, and seeking feedback on the indicative preferred route;
- New Zealand Upgrade Programme (2021-2022) - Update on how feedback received during the Detailed Business Case had been incorporated into the option and seeking feedback on the indicative preferred route; and
- Notice of Requirement (2025) – Engagement with Mana Whenua, Auckland Council and Auckland Transport regarding the extent of the NOR, including revisions to the proposed route since earlier phases of optioneering. Affected property owners and network utility providers have been notified by NZTA prior to the lodgement of this NOR.

Proposed Lapse Period:

Pursuant to Section 184(1)(c) RMA, NZTA proposes a lapse period of 15 years for implementation of the proposed designation.

Supporting Information:

NZTA submits the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991.

Attachments to this Notice

- Attachment A – Designation Plans
- Attachment B – Schedule of Directly Affected Property
- Attachment C – Proposed Designation Conditions

Accompanying Information

- Assessment of Effects on the Environment report; and
- General Arrangement Plan.

Signed by:



Nicola Bishop
Principal Planner, Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by the New Zealand Transport Agency Waka Kotahi
13 June 2025

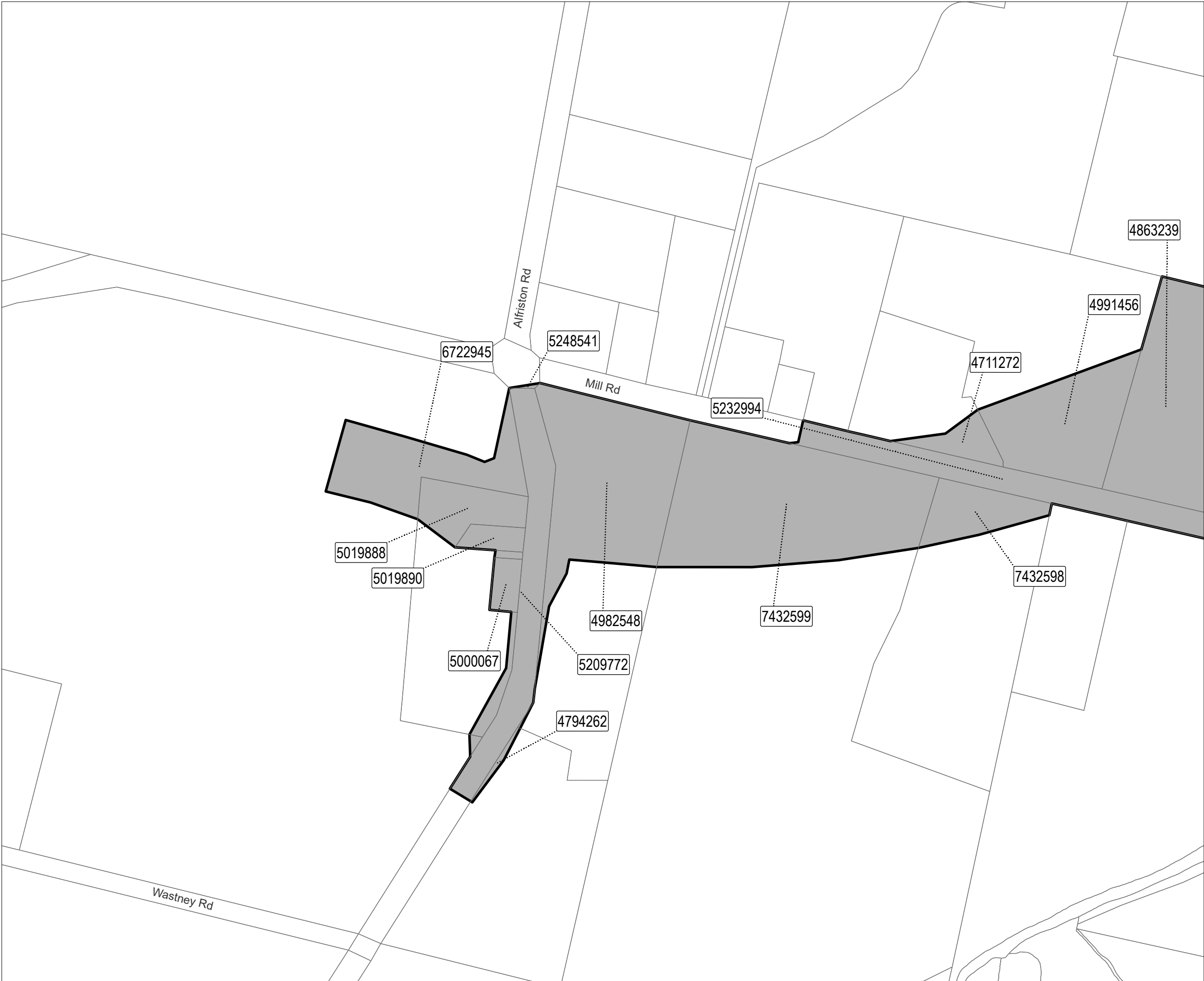
Address for Service:

NZ Transport Agency Waka Kotahi
PO Box 106602
Auckland 1143

The NZTA reference number for processing fees and charges is 60087830. The WBS number must be included on the invoice, and the invoice sent directly to apinvoices@nzta.govt.nz.

Attachment A
Designation Plan

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Mill Road Takaanini Section

Legend

Proposed Designation

Parcel Boundary

507729

Property ID



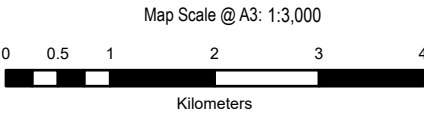
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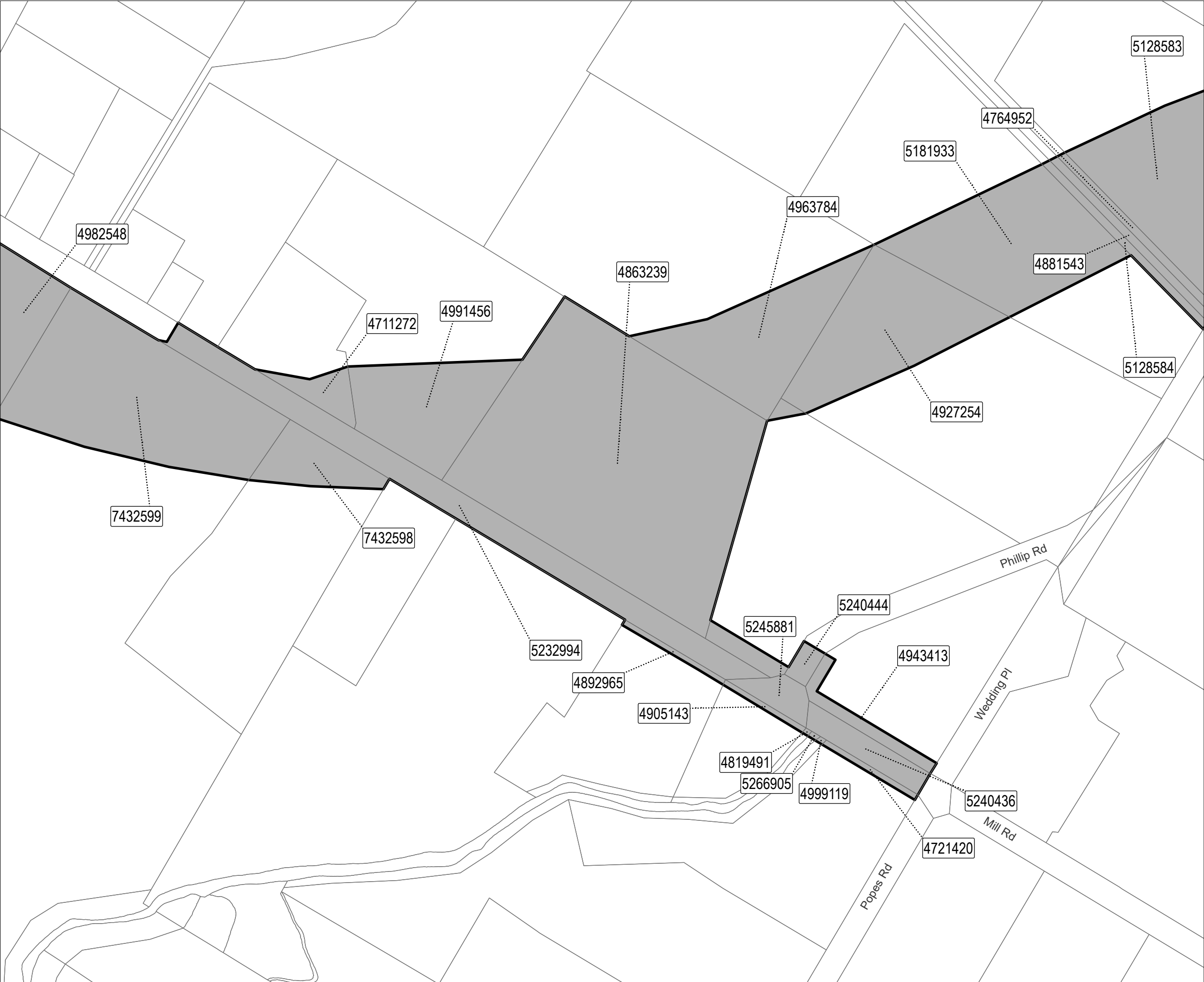
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Revision	Author	Verified	Approved	Date	
1	RR9	BAP	LHW	06/06/2025	
Client: New Zealand Transport Agency					Discipline: GIS
Project: Mill Road (Stage 2)					Drawing No: GIS-3816029-01

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**Mill Road
Takaanini Section**

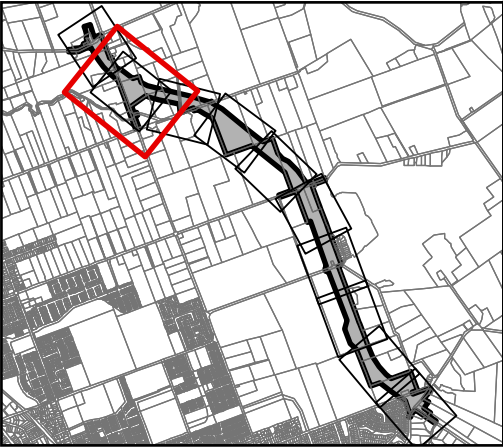
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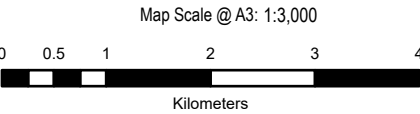
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Mill Road
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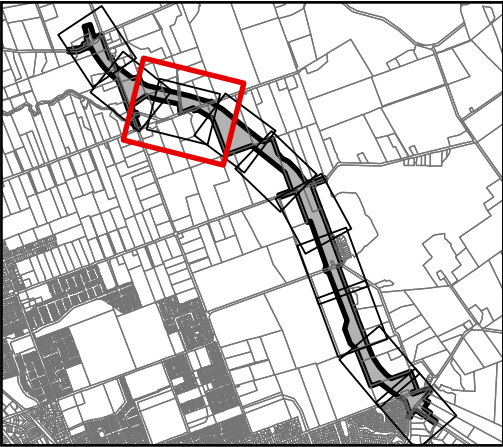
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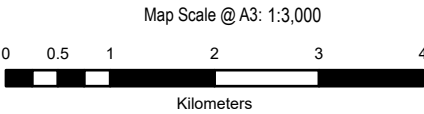
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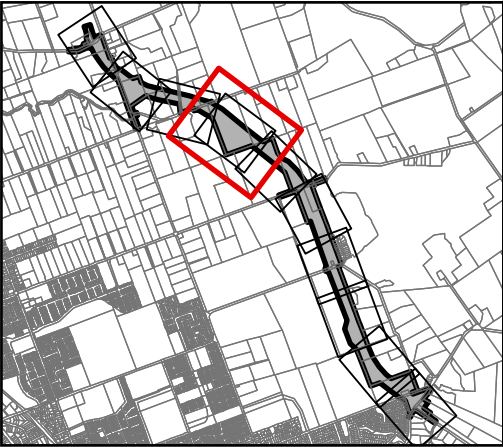
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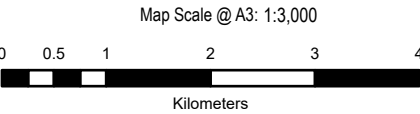
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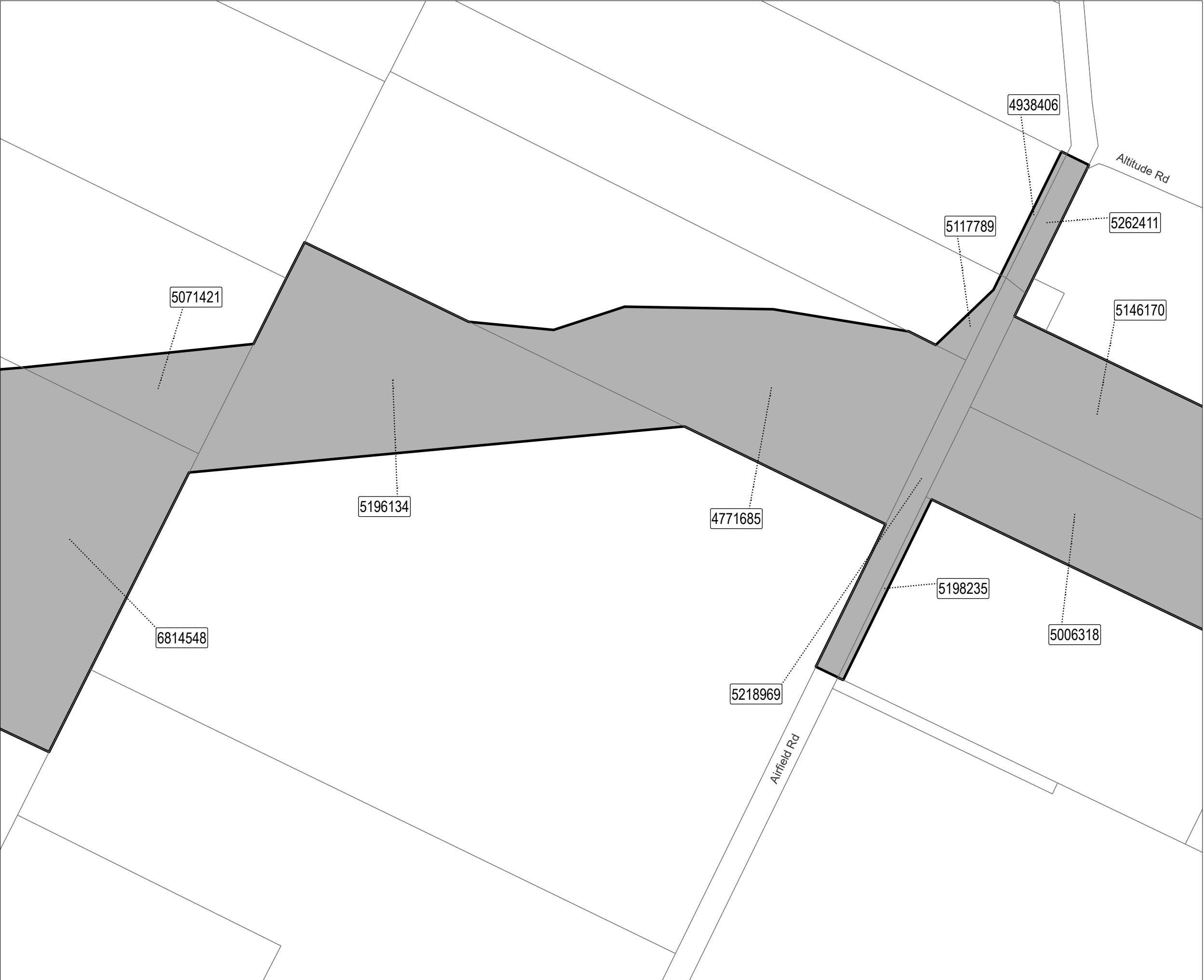
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Mill Road
Takaanini Section

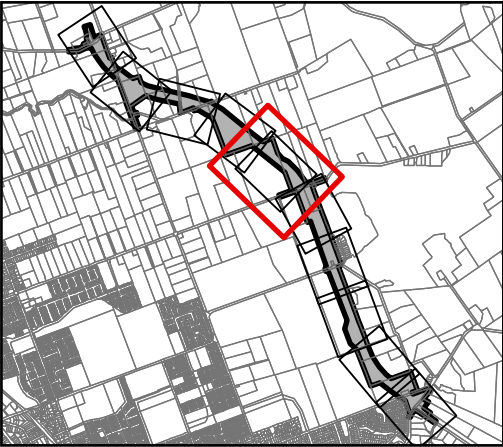
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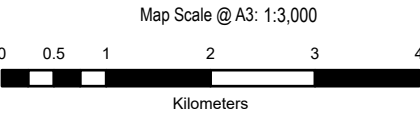
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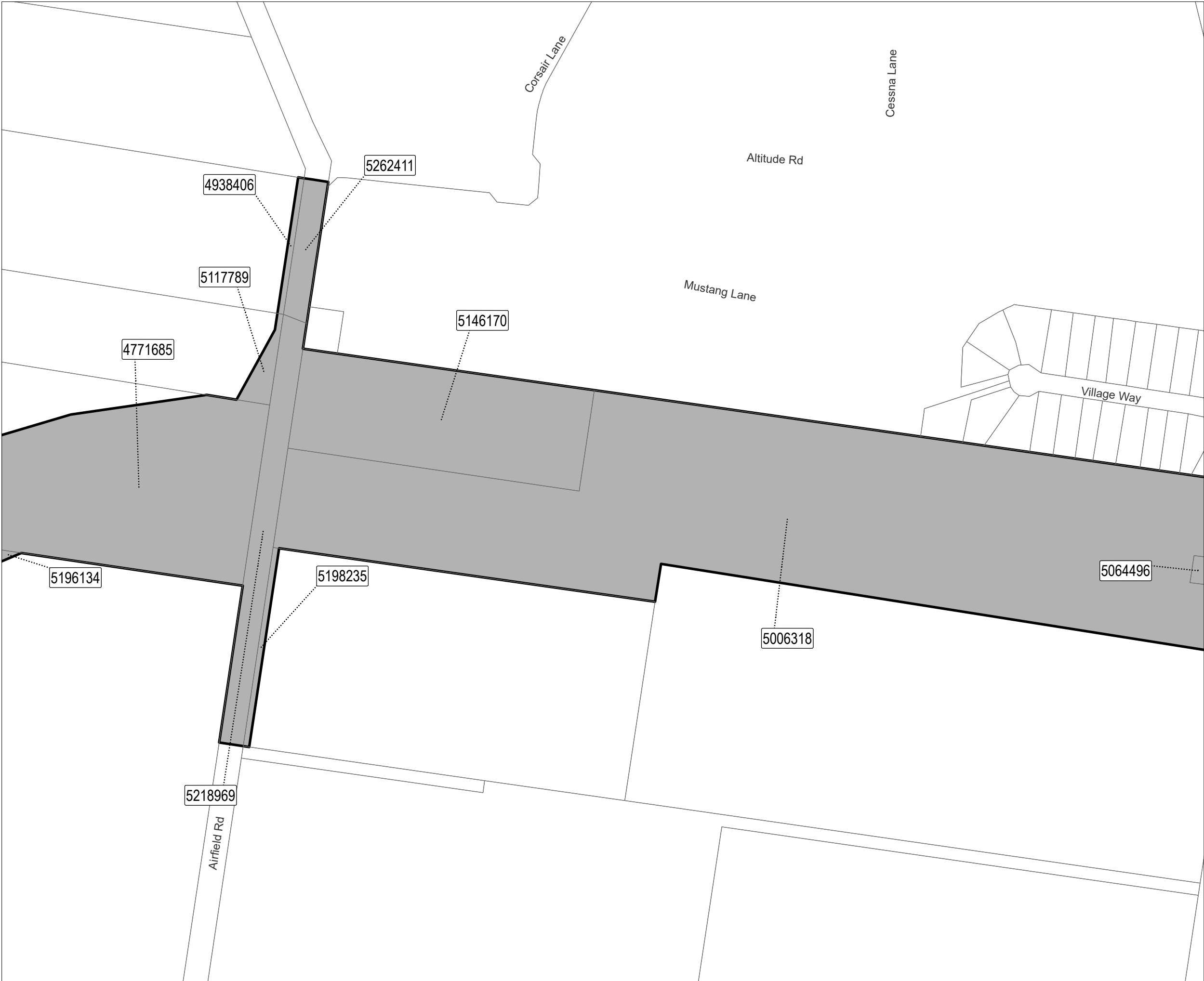
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Mill Road Takaanini Section

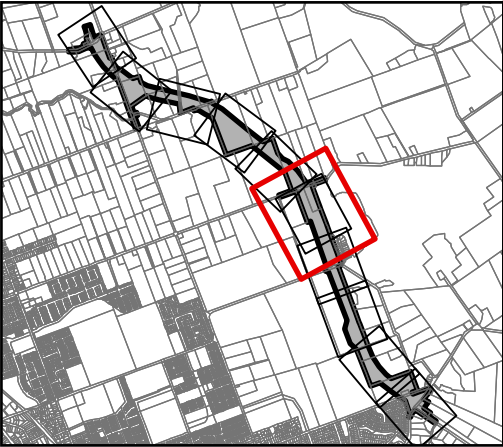
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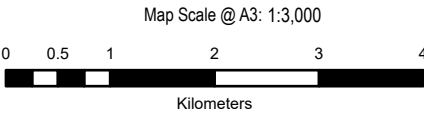
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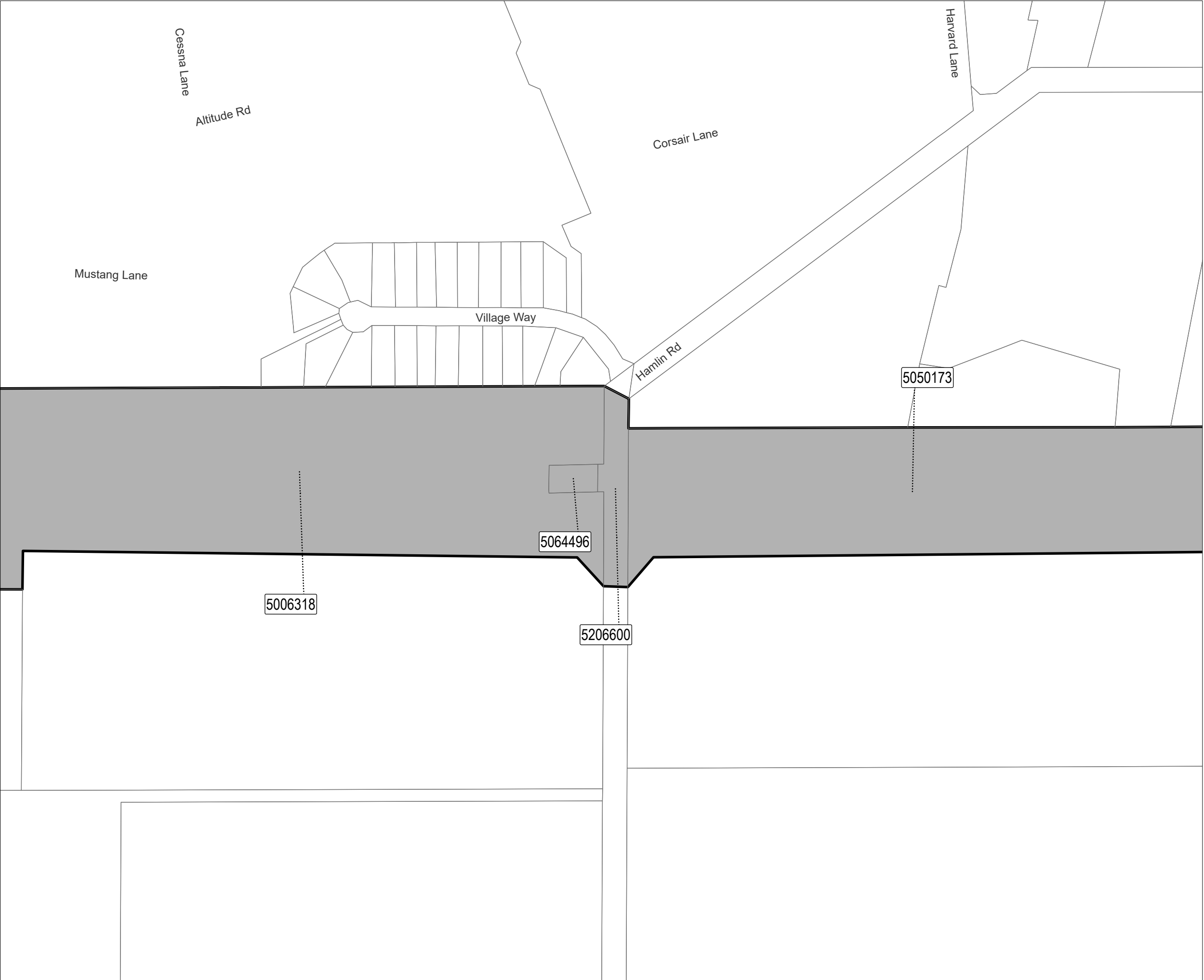
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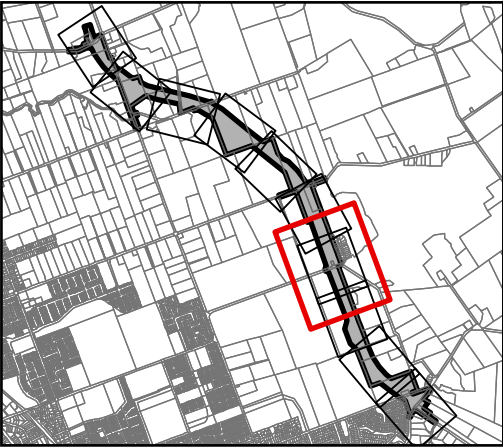
Mill Road
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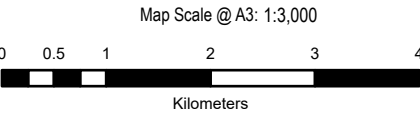
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Mill Road
Takaanini Section

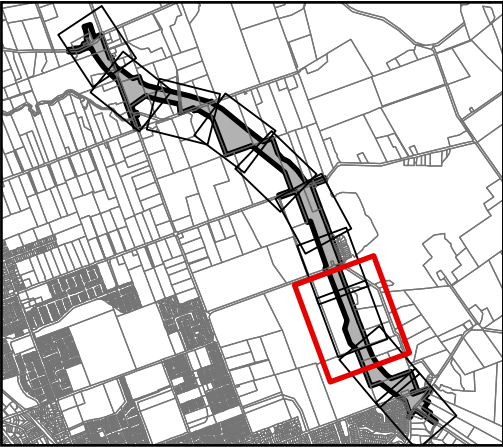
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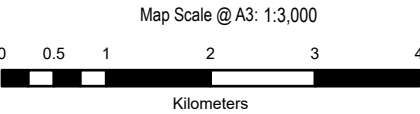
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Mill Road Takaanini Section

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Kilometers

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Client:

New Zealand Transport Agency

Discipline:

GIS

Project:

Mill Road (Stage 2)

Drawing No:

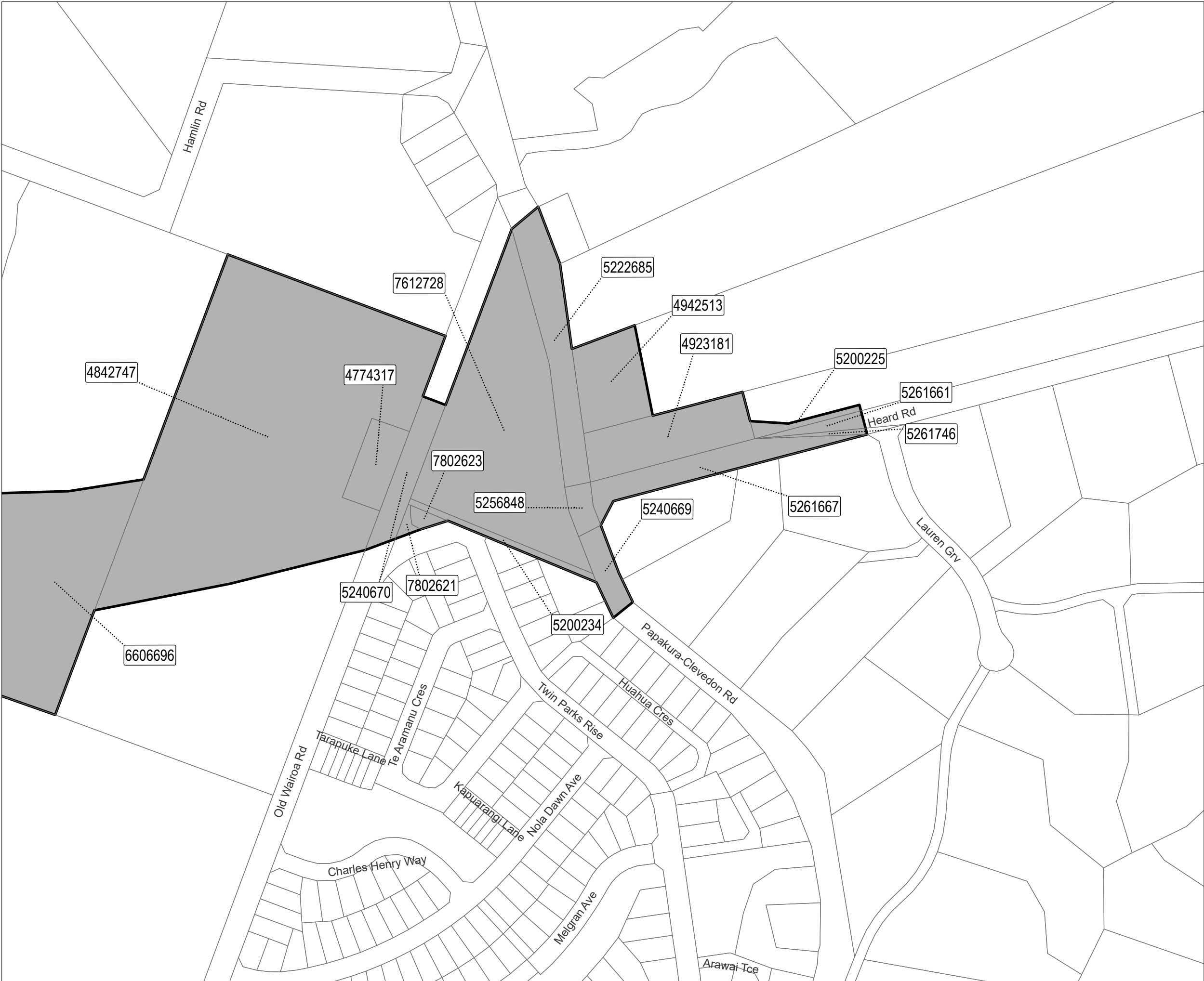
GIS-3816029-01

AECOM New Zealand Ltd
PO Box 140200200100

Roads of National Significance



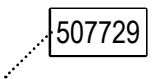
Mill Road - Stage 2

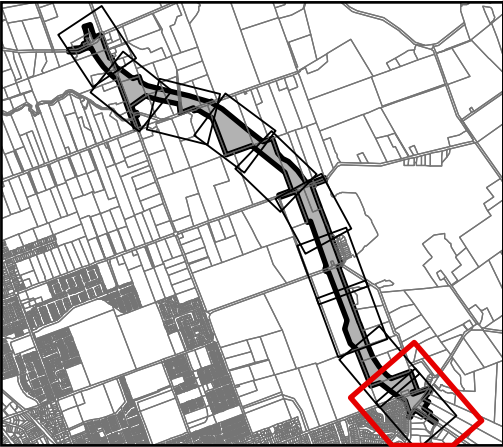
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Mill Road Takaanini Section

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID



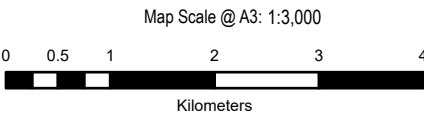
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Not to be used for construction.



Revision	Author	Verified	Approved	Date
1	RR9	BAP	LHW	06/06/2025



Client:	New Zealand Transport Agency	Discipline:	GIS
Project:	Mill Road (Stage 2)	Drawing No:	GIS-3816029-01

Attachment B
Schedule of Directly Affected Property

Property ID	Property Address	Appellation	Parcel Intent	Title Number	Area Required (m²)
5019890	1348-1350 Alfriston Road Ardmore Auckland 2576	Lot 2 DP 15127	DCDB	NA2111/21	1018
4711272	324 Mill Road Ardmore Auckland 2582	Lot 1 DP 190135	DCDB	NA120B/175	1655
4721420	220 Popes Road Takanini Auckland 2105	Lot 1 DP 179146	DCDB	NA110C/65	442
4764952	50 Phillip Road Ardmore Auckland 2576	Lot 4 DP 55067	DCDB	NA6C/1125	1210
4771685	348 Airfield Road Ardmore Auckland 2582	Lot 1 DP 192819	DCDB	NA122B/150	35699
4774317	574 Old Wairoa Road Ardmore Auckland 2110	Lot 1 DP 57700	DCDB	NA11B/248	2302
4794262	3/1327 Alfriston Road Ardmore Auckland 2576	Lot 1 DP 12981	DCDB	118483	240
4794262	1/1327 Alfriston Road Ardmore Auckland 2576	Lot 1 DP 12981	DCDB	94055	240
4794262	2/1327 Alfriston Road Ardmore Auckland 2576	Lot 1 DP 12981	DCDB	94056	240
4863239	356 Mill Road Ardmore Auckland 2582	Lot 1 DP 55007	DCDB	NA57A/773	40475
4881543	46 Phillip Road Ardmore Auckland 2576	Lot 3 DP 55067	DCDB	NA6C/1124	1233
4892965	345 Mill Road Ardmore Auckland 2582	Lot 1 DP 142754	DCDB	NA84C/654	444
4923181	898 Papakura-Clevedon Road Ardmore Auckland 2582	Lot 1 DP 161912	DCDB	NA97C/545	5474
4938406	368 Airfield Road Ardmore Auckland 2582	Lot 2 DP 96780	DCDB	NA52C/887	568
4942513	890 Papakura-Clevedon Road Ardmore Auckland 2582	Part Lot 1 DP 49176	DCDB	NA97C/546	4127

Property ID	Property Address	Appellation	Parcel Intent	Title Number	Area Required (m²)
4963784	356 Mill Road Ardmore Auckland 2582	Lot 2 DP 103617	DCDB	NA57A/773	10273
4991456	334 Mill Road Ardmore Auckland 2582	Lot 2 DP 190135	DCDB	NA120B/176	8613
4996605	72 Phillip Road Ardmore Auckland 2576	Lot 6 DP 55067	DCDB	NA6C/1127	2905
4999119	365 Mill Road Ardmore Auckland 2582	Lot 3 DP 179146	DCDB	NA110C/67	31
5064496	92 Hamlin Road Ardmore Auckland 2582	Lot 1 DP 46615	DCDB	NA1666/17	911
5117789	360 Airfield Road Ardmore Auckland 2582	Lot 2 DP 192819	DCDB	NA122B/151	1080
5128583	54 Phillip Road Ardmore Auckland 2576	Lot 5 DP 55067	DCDB	NA6C/1126	21764
5128584	42 Phillip Road Ardmore Auckland 2576	Lot 2 DP 55067	DCDB	NA95C/38	1262
5181933	34 Phillip Road Ardmore Auckland 2576	Lot 1 DP 55067	DCDB	NA95C/37	13399
5198235	323 Airfield Road Ardmore Auckland 2582	Lot 1 DP 22141	DCDB	NA496/48	828
5200225	890 Papakura-Clevedon Road Ardmore Auckland 2582	Lot 2 DP 161912	DCDB	NA97C/546	603
6606696	155 Hamlin Road Ardmore Auckland 2582	Lot 2 DP 316491	Fee Simple Title	64463	38984
6722945	2 Wastney Road Ardmore Auckland 2105	Lot 2 DP 336538	Fee Simple Title	149704	7454
6814547	51 Phillip Road Ardmore Auckland 2576	Lot 1 DP 357643	Fee Simple Title	234390	7536
6814548	75 Phillip Road Ardmore Auckland 2576	Lot 2 DP 357643	Fee Simple Title	234391	104657

Property ID	Property Address	Appellation	Parcel Intent	Title Number	Area Required (m²)
5006318	80 Hamlin Road ARDMORE Auckland 2582	Part Lot 2 DP 22141	Fee Simple Title	NA1B/856	97527
4927254	20 Phillip Road Ardmore Auckland 2576	Part Lot 3 DP 55007	Fee Simple Title	NA6C/1121	11429
4842747	897 Papakura-Clevedon Road Ardmore Auckland 2582	Part Allot 32 PSH OF Papakura	DCDB	NA10B/222	46014
4943413	2 Phillip Road Ardmore Auckland 2576	Part Lot 2 DP 55007	Fee Simple Title	NA6C/1120	2841
4905143	359 Mill Road Ardmore Auckland 2582	Lot 1 DP 104328	DCDB	NA57C/1096	365
7432598	323 Mill Road Ardmore Auckland 2582	Lot 2 DP 425251	Fee Simple Title	499560	3449
7432599	295 Mill Road Ardmore Auckland 2582	Lot 1 DP 425251	Fee Simple Title	499559	19964
4982548	1345 Alfriston Road Ardmore Auckland 2576	Part Lot 2 DP 12981	DCDB	NA7D/12	14570
7612728	881 Papakura-Clevedon Road Ardmore Auckland 2582	Lot 1 DP 483053	Fee Simple Title	680583	19116
5019888	1348-1350 Alfriston Road Ardmore Auckland 2576	Part Lot 1 DP 15127	DCDB	NA2111/21	4121
7802623	549 Old Wairoa Road ARDMORE Auckland 2582	Lot 1000 DP 506586	Fee Simple Title	778343	311
5200234	897 Papakura-Clevedon Road Ardmore Auckland 2582	Part Allot 29 PSH OF Hunua	DCDB	NA10B/222	869
5000067	1344 Alfriston Road Ardmore Auckland 2576	Lot 1 DP 42329	DCDB	NA1138/254	1012
5146170	347 Airfield Road Ardmore Auckland 2582	Lot 1 DP 47508	DCDB	NA1B/855	20239
4887178	143 Hamlin Road Ardmore Auckland 2582	Lot 1 DP 11032	Fee Simple Title	NA82C/147	14910

Property ID	Property Address	Appellation	Parcel Intent	Title Number	Area Required (m²)
5050173	85 Hamlin Road ARDMORE Auckland 2582	Lot 8 DEEDS Whau 38	DCDB	NA778/296	95670
5196134	308 Airfield Road Ardmore Auckland 2582	Lot 5 DP 20982	DCDB	NA853/200	36912
5071421	99 Phillip Road Ardmore Auckland 2576	Lot 1 DP 204719	DCDB	NA133C/337	8161
4819491	<Null>	Lot 2 DP 104328	DCDB		28
5209772	<Null>	<Null>	Road		7483
5218969	<Null>	<Null>	Road		7126
5222685	<Null>	<Null>	Road		5378
5240436	<Null>	<Null>	Road		2272
5240444	<Null>	<Null>	Road		637
5245881	<Null>	<Null>	Road		1406
5248541	<Null>	<Null>	Road		47
5261746	<Null>	<Null>	Road		238
5261667	<Null>	<Null>	Road		3895
5261661	<Null>	<Null>	Road		672
5266905	<Null>	<Null>	Hydro		39
4905143	<Null>	Lot 1 DP 104328	DCDB	1001449	365
5232994	<Null>	<Null>	Road		11405
5256848	<Null>	<Null>	Road		822
7802621	<Null>	Lot 905 DP 506586	Road		214
5240670	<Null>	<Null>	Road		2539
5240669	<Null>	<Null>	Road		1430
5262411	<Null>	<Null>	Road		2331
5206600	<Null>	<Null>	Road		3335
5263474	<Null>	<Null>	Road		4036

Attachment C
Proposed Designation Conditions

NOTICE OF REQUIREMENT FOR MILL ROAD STAGE 2 (TAKAANINI SECTION)

Designation

Designation Number	[XXXX]
Requiring Authority	New Zealand Transport Agency
Location	Between Alfriston Road and Papakura-Clevedon Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

To construct, operate, maintain, and improve a State Highway 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
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: <ul style="list-style-type: none">schools and outdoor education facilities; and

	<ul style="list-style-type: none"> • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. <p>Excludes:</p> <ul style="list-style-type: none"> • 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	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> (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 Effects	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	<p>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:</p> <ul style="list-style-type: none"> a) Ngāi Tai ki Tamaki; b) Ngaati Te Ata Waiohua; c) Ngaati Whanaunga; d) Ngāti Tamaoho; e) Ngāti Paoa; f) Te Ākitai Waiohua; g) Te Ahiwaru; h) Ngāti Tamaterā; i) Ngāti Maru. <p>Note: other iwi not identified above may have an interest in the project and should be consulted</p>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works

Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is 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 7, 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) Educational 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.
LMP	Landscape Management Plan

No.	Condition
General conditions	
1.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
2.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Pre-construction conditions	
3.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Landscape Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; and (vii) Network Utilities Management Plan.
4.	<p>Network Utilities Integration</p> <p>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.</p>
	<p>Flood Hazard</p> <p>For the purpose of Condition 5:</p> <ul style="list-style-type: none"> (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

	<p>adjacent to the designation following the application of Conditions (5)(a)(i) – (iv);</p> <p>(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;</p> <p>(e) Pre-Project Development – means existing site condition prior to the project (including existing buildings and roadways); and</p> <p>(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).</p>
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5.	<p>Flood Hazard</p> <p>(a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation:</p> <ul style="list-style-type: none"> (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 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: <ul style="list-style-type: none"> 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. <p>(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).</p> <p>(c) Where:</p> <ul style="list-style-type: none"> (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.
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6.	<p>Management Plans</p> <p>(a) Any management plan required by the conditions of this designation shall:</p> <ul style="list-style-type: none"> (i) be prepared by a Suitably Qualified Person(s); (ii) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; <p>(b) Any management plan required by the conditions of this designation may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; <p>(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;</p> <p>(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</p> <p>(e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.</p>
7.	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared 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.</p> <p>(b) To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (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 those affected; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.</p>

8.	<p>Cultural Advisory Report</p> <p>(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.</p> <p>(b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (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 of identified cultural sites, landscapes and values within the project area; (v) taking into account the outcomes of (i) to (iv) above, identifies cultural matters and principles that should be considered in the development of the relevant management plans and the CMP referred to in Condition 13; and (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable;</p> <p>(d) Conditions 8(b) and (c) will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 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.
9.	<p>Landscape Management Plan (LMP)</p> <p>(a) A LMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the LMP(s) is to ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the LMP(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 8 may be reflected in the LMP.</p> <p>(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.</p>

10.	<p>The LMP(s) shall include:</p> <ul style="list-style-type: none"> (a) a concept plan – which depicts the overall landscape concept; (b) the following planting and maintenance details: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 211). 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 211) ; 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: <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Construction conditions	

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

13.	<p>Cultural Monitoring Plan (CMP)</p> <p>(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.</p> <p>(b) To achieve the objective, the CMP shall include:</p> <ul style="list-style-type: none"> (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. <p>(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.</p> <p>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.</p>
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14.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours 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. <p>(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.</p>
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15.

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 15-1 Construction Noise Standards

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

- (b) Where compliance with the noise standards set out in Table 15-1 is not practicable, the methodology in Condition 18 shall apply.

16.

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 16-1 as far as practicable.

Table 16-1 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 16-1 is not practicable, the methodology in Condition 18 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.

17.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. 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 15 and 16 to the extent practicable.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far 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 15) and/or vibration standards (Condition 16) 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.
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18.	<p>Schedule to a CNVMP</p> <p>(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:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 15. (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 16. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.</p> <p>(c) To achieve the objective, the Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 15 and 16 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. <p>(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.</p> <p>(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.</p>
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19.	<p>Historic Heritage Management Plan (HHMP)</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</p> <p>(b) To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of project personnel, Council and 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 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; 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 accidental 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 8).
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	<p>Advice note:</p> <p>Accidental Discoveries</p> <p>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.</p>
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20.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by 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).</p> <p>(b) If the ecological survey confirms the presence of ecological species of value and that effects are likely (that are moderate or greater), then an Ecological Management Plan (or Plans) shall be prepared to address those effects in accordance with Condition 21 (Confirmed Biodiversity Effects)..</p>
21.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Effects (confirmed through Condition 20) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Effects as far as practicable.</p> <p>(b) To achieve the objective, the EMP shall set out the methods which may include:</p> <ul style="list-style-type: none"> (i) Measures to avoid adverse effects where reasonably practicable to do so; (ii) Remediation and mitigation measures; (iii) Biodiversity Offset modelling and associated mitigation (if required); and (iv) Monitoring. <p>Advice note:</p> <p>Depending on the potential effects of the project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> (i) stream and/or wetland restoration plans; (ii) vegetation restoration plans; and (iii) fauna management plans (e.g. avifauna, herpetofauna, bats).

22.	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. 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: <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) 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.
Operational Conditions	
23.	<p>Low Noise Road Surface</p> <ul style="list-style-type: none"> (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.