

Form 18

Notice of Requirement for designation of land under s181 of the Resource Management Act 1991

TO: Auckland Council
Private Bag 92300
35 Graham Street
Auckland 1142

FROM: Waka Kotahi New Zealand Transport Agency
Private Bag 106602
Auckland 1143

Waka Kotahi New Zealand Transport Agency (Transport Agency) gives notice of its requirement for a designation for a public work, being the construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana.

The Transport Agency is a network utility operator approved as a requiring authority under Section 167 of the Resource Management Act 1991 (RMA). Refer to the Gazette Notices included in **Attachment A** of this Notice:

The site to which the requirement applies is as follows:

The area of the proposed designation is shown on the Designation Plans included in **Attachment B** of this Notice. The requirement applies to an area of land of approximately 1348 hectares located between Warkworth and north of Te Hana. The requirement applies to 205 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment C** of this Notice.

The nature of the proposed work is:

The proposed work is the construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana (hereafter referred to as "the Project"). The nature of the proposed work is described in Section 4: *Project Description* and Section 5: *Construction Methodology* of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- a) A new state highway, offline from the existing State Highway 1 (SH1).
- b) Three interchanges as follows:
 - i. Warkworth Interchange, to tie-in with Ara Tūhono Puhoi to Warkworth Project (currently in construction) near Wyllie Road, and provide connections to the northern outskirts of Warkworth;

- ii. Wellsford Interchange, located near Wayby Valley Road, to provide access to Wellsford and eastern communities including Tomarata and Mangawhai; and
 - iii. Te Hana Interchange, located near Mangawhai Road to provide access to Te Hana, Wellsford and communities including Port Albert, Tomarata and Mangawhai.
- c) Twin bore tunnels under Kraack Road in the Dome Valley area.
 - d) A series of cut and fills through the forestry area to the west of the existing SH1 (west of The Dome), and other areas of cut and fill along the remainder of the Project.
 - e) Changes to local roads, where the proposed work intersects with local roads.
 - f) Associated works including bridges, viaducts, embankments, culverts, stormwater management systems, soil disposal sites, signage, lighting as required to meet safety standards, landscaping, realignment of access points to local roads, and maintenance facilities.
 - g) Construction activities, including construction compounds, borrow sites, lay down areas and establishment of construction access and haul roads.

The nature of the proposed conditions that would apply are:

The proposed conditions that will apply to the work will be submitted subsequently to Auckland Council and then included in **Attachment D** of this Notice. The proposed conditions reflect the effects management approach set out in Section 10: *Management of Effects on the Environment* of the AEE Report.

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

The AEE Report contains a description of the existing environment (Section 3), and assessment of the Project's effects on the environment (Section 9), and an outline of proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 10).

Positive Effects

The positive effects of the Project relate to transport benefits, through improved safety, supporting safe cycling and walking, improved journey times for general traffic and freight, increased capacity, improved route security by providing an alternative route resilient to incidents, improved travel time reliability, and improved accessibility.

Through the transport benefits, there will be associated economic and environmental benefits, such as

- economic benefits to the local North Auckland area and the economies of the Auckland and Northland regions,
- stormwater treatment leading to reduced contaminant loads for two river catchments,
- retiring of some land that contributes to the sediment load of the Kaipara Harbour, through landscaping and planting for mitigation, and
- through design which will assist with more fuel-efficient travel (through better gradients and less need to brake, accelerate and/or decelerate).

As a result of moving a significant number of vehicles off the existing SH1 and on to the Project, there will be reduced noise and air emissions for existing receivers along SH1 including through Wellsford and Te Hana.

Adverse Effects

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

- Construction water (Section 9.2)
- Groundwater / Hydrology (Section 9.3)
- Ground settlement (Section 9.4)
- Terrestrial and freshwater ecology (Section 9.5)
- Marine and coastal avifauna (Section 9.6)
- Construction traffic (Section 9.7)
- Construction noise and vibration (Section 9.8);
- Construction air quality (Section 9.9)
- Heritage / archaeology (Section 9.10)
- Land contamination (Section 9.11)
- Operational water (Section 9.12)
- Landscape and visual (Section 9.13)
- Operational transport (Section 9.14)
- Operational noise (Section 9.15)
- Social impacts (Section 9.17)
- Cultural values (Section 9.18)
- Economic (Section 9.19)
- Land use and property (Section 9.20)

The AEE Report draws on information provided in the Technical Assessment Reports (contained in Volume 2 of the AEE).

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

The Transport Agency has undertaken a number of studies to identify a preferred solution to improve the safety, resilience and efficiency of the transport network between Auckland and Northland. Alternatives were assessed at all stages of Project development, commencing at a broad scale and systematically narrowing the geographic area from potential corridors down to the Indicative Alignment.

This process has progressively included desktop studies, field work and detailed environmental investigations, operational and cost considerations, and stakeholder and wider community engagement. Section 2: *Background and strategic context for the Project* of the AEE Report identifies the wider strategic studies and Section 7: *Consideration of Alternatives* details the process used to consider alternatives, including alternative sites, routes and methods.

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

The works and designation are reasonably necessary to meet the objectives of the Transport Agency. Refer to Section 2: *Background and strategic context for the Project* and Section 11: *Statutory Assessment* of the AEE Report.

The Transport Agency's objective 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 Project will assist the Transport Agency in meeting this objective.

The Transport Agency's objectives for the Project are to:

- Increase corridor capacity, improve route quality and safety, and improve freight movement between Warkworth and the Northland Region;
- Provide resilience in the wider state highway network;
- Improve travel time reliability between Warkworth, Wellsford and the Northland Region;
- Provide connections to and from Warkworth, Wellsford and Te Hana;
- Provide a connection at Warkworth that optimises the use of infrastructure from, and maintains the level of service provided by, the Pūhoi to Warkworth Project; and
- Alleviate congestion at Wellsford by providing an alternative route for north – south through traffic.

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

- Improve safety performance compared to the existing SH1, with the Indicative Alignment designed to motorway standards and therefore, with the intended diversion of traffic to the new road, a higher safety performance on the new road and reduced incidents on the existing SH1;
- Support safe cycling and walking by providing linkages where feasible as part of the Project scope (such as across interchanges, onto SH1 at the northern tie in, on local roads where the Project passes over on a bridge structure);
- Improve freight performance in terms of improved travel times, improved route quality and safety, resilience and travel time reliability;
- Improve route security and resilience of the state highway network north of Auckland through reducing the reliance on one main route (the current SH1); and
- Improve journey times and improved journey time reliability along the state highway network north of Auckland increasing accessibility across many parts of the Regions' road network.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable the Transport Agency 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, giving a clear indication of the intended use of the land; and

- It will provide certainty for land owners of the intended use of the land and the work to be undertaken at some time in the future.

The following resource consents are needed for the proposed activity and are being applied for:

- Land use consents for: Earthworks, vegetation alteration and removal and stormwater detention and retention ponds;
- Water permits for: Works in water courses, diversion of groundwater, and stormwater diversion and discharge; and
- Discharge Permit for: Air discharges and operational stormwater discharges.

Additional approvals for the Project may be required and will be obtained prior to construction. These approvals may include resource consents determined relevant at the time of construction, such as consents for soil disturbance under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health; forestry removal under the National Environmental Standard for Plantation Forestry; water takes to support construction processes (e.g. dust management); consents or consent variations required to modify covenants relating to the removal of vegetation; and wastewater discharges from site office facilities.

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

Consultation and engagement is ongoing with parties who are directly affected by or have an interest in the Project including Mana Whenua, property owners and occupiers, Auckland Council, Auckland Transport, business and community representative groups and the wider community. Engagement activities include face to face meetings, workshops, hui, public open days, newsletters and online information.

The consultation undertaken is detailed in Section 8: *Consultation and Engagement* of the AEE Report.

Extended Lapse Period Sought

Under section 184(1) of the RMA "a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless –

- (a) it is given effect to before the end of that period; or
- (b) the territorial authority determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and it continuing to be made and fixes a longer period for the purposes of this subsection; or
- (c) the designation specified a different period when incorporated in the plan."

Pursuant to Section 184(1)(c) of the RMA, the Transport Agency proposes an extended lapse period of fifteen years for implementation of the proposed designation.

Information required to be included in this notice by the district plan, regional plan or any regulation made under the Resource Management Act 1991:

The Transport Agency attaches 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.

- Assessment of Effects on the Environment
- Supporting Technical Assessment Reports
- Drawings

Signed on behalf of the Transport Agency



Belinda Petersen
Principal Planner Consents and Approvals – Transport Services
Pursuant to authority delegated by the New Zealand Transport Agency

Dated: 20 March 2020

ADDRESS FOR SERVICE:

Waka Kotahi New Zealand Transport Agency
Level 5 AMP Tower
29 Customs Street West
Auckland

Private Bag 106602
Auckland City
Auckland 1143

Attachment A – Gazette Notices

Attachment B – Designation Plans

Attachment C – Schedule of Directly Affected Property

Attachment D – Proposed Designation Conditions

Attachment A – Gazette Notices

Departmental Notices

Agriculture and Fisheries

Animals Protection Act 1960

Approval of Code of Ethical Conduct Notice No. 5330 (100-A1-07)

Pursuant to section 19A of the Animals Protection Act 1960 and on the advice of the National Animal Ethics Advisory Committee, I hereby approve the code of ethical conduct submitted to me by Elanco Animal Health, which is the same as the approved code of ethical conduct of Massey University.

Dated at Wellington this 22nd day of February 1994.

JOHN FALLOON, Minister of Agriculture.

g01646

Revocation of Approval of Code of Ethical Conduct Notice No. 5329 (100-A1-07)

Pursuant to section 19A of the Animals Protection Act 1960 and on the advice of the National Animal Ethics Advisory Committee, I hereby revoke the approval of Tauhara Furs Partnership to use the code of ethical conduct of the Ministry of Agriculture and Fisheries.

Notice No. 4421 appearing in the *New Zealand Gazette* on the 30th day of June 1988, at page 2628 is hereby revoked.

Dated at Wellington this 22nd day of February 1994.

JOHN FALLOON, Minister of Agriculture.

g01647

Approval of Code of Ethical Conduct Notice No. 5328 (100-A1-07)

Pursuant to section 19A of the Animals Protection Act 1960 and on the advice of the National Animal Ethics Advisory Committee, I hereby approve the code of ethical conduct submitted to me by Lowe Walker Hawera Limited, which is the same as the approved code of ethical conduct of NZ Pastoral Agriculture Research Institute Limited.

Dated at Wellington this 22nd day of February 1994.

JOHN FALLOON, Minister of Agriculture.

g01648

Conservation

Resource Management Act 1991

Notice of Approval of Bylaws Amendment

The Minister of Transport and the Minister of Conservation, pursuant to section 424(6) of the Resource Management Act 1991, hereby give approval to The Northland Regional Council Maritime Bylaw Amendment No. 5 (Bylaw Charges 1992/93) resolved by way of Special Order and confirmed by a meeting of the said Council on 19 May 1993.

Dated at Wellington this 14th day of February 1994.

DENIS MARSHALL, Minister of Conservation (in relation to section 232(37) of the Harbours Act).

B. A. MARTIN, for Russell Kilvington, Director of

Maritime Safety in exercise of powers delegated by the Minister of Transport.

g01499

Crown Law Office

Judicature Act 1908

Appointment of Temporary Judge Made Permanent

Pursuant to section 4 of the Judicature Act 1908, Her Excellency the Governor-General, in the name and on behalf of Her Majesty the Queen, has been pleased to appoint

The Honourable Dame Silvia Rose Cartwright to be a Judge of the High Court.

Dated at Wellington this 17th day of February 1994.

PAUL EAST, Attorney-General.

g01498

Environment

Resource Management Act 1991

The Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994

Pursuant to sections 167 and 420(6) of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice:

Notice

1. **Title and commencement**—(1) This notice may be cited as the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 7th day after the date of its publication in the *New Zealand Gazette*.

2. **Interpretation**—In this notice "State highway" and "motorway" have the same meaning as in section 2(1) of the Transit New Zealand Act 1989.

3. **Application of notice**—This notice shall apply in addition to and not in substitution for the Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992.

4. **Approval as requiring authority**—Transit New Zealand is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991, for its particular network utility operation being the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the Transit New Zealand Act 1989.

5. **Approval in respect of existing designation**—Transit New Zealand is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991 for the Christchurch Northern Arterial (State Highway 74) in the district of Christchurch City Council.

Dated at Wellington this 17th day of February 1994.

SIMON UPTON, Minister for the Environment.

g01500

- 29 New Agency replaces Transit New Zealand as requiring authority**
- (1) This clause applies to any Order in Council, notice, or other instrument that approves of Transit New Zealand as a requiring authority and that was in effect immediately before 1 August 2008, including (without limitation)—
- (a) the Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992; and
 - (b) the Resource Management (Approval of Transit as Requiring Authority) Notice 1994.
- (2) Without limiting clauses 26 and 28, on 1 August 2008,—
- (a) the new Agency replaces Transit New Zealand as a requiring authority under any Order in Council, notice, or other instrument to which this clause applies; and
 - (b) every reference to Transit New Zealand in any Order in Council, notice, or other instrument to which this clause applies, is, unless the context otherwise requires, to be read as a reference to the new Agency; and
 - (c) anything done, or omitted to be done, or that is to be or may be done (under or in relation to an Order in Council, notice, or other instrument to which this clause applies) by Transit New Zealand is to be treated as having been done, or having been omitted to be done, or to be or may be done, by the new Agency; and
 - (d) every notice of requirement and designation of Transit New Zealand is transferred to and held by the new Agency, with the same status and priority as if Transit New Zealand and the new Agency were the same entity.
- 30 First members of new Agency**
- In appointing the first members of the new Agency, the Minister may, but need not, consult in accordance with section 98(2) of the Land Transport Management Act 2003.
- Compare: 2004 No 97 Schedule 2 cl 4
- 31 Transferred employees**
- (1) The terms and conditions of employment of a transferred employee immediately before 1 August 2008 continue to apply in relation to that employee until—

Departmental

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Attachment B – Designation Plans showing the land to which the Notice of Requirement applies



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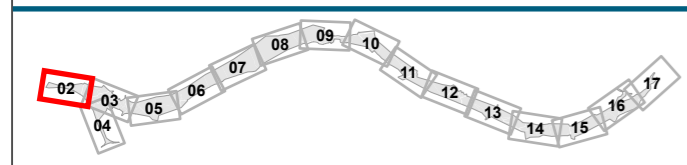
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- XX PROPERTY IDENTIFICATION NUMBER

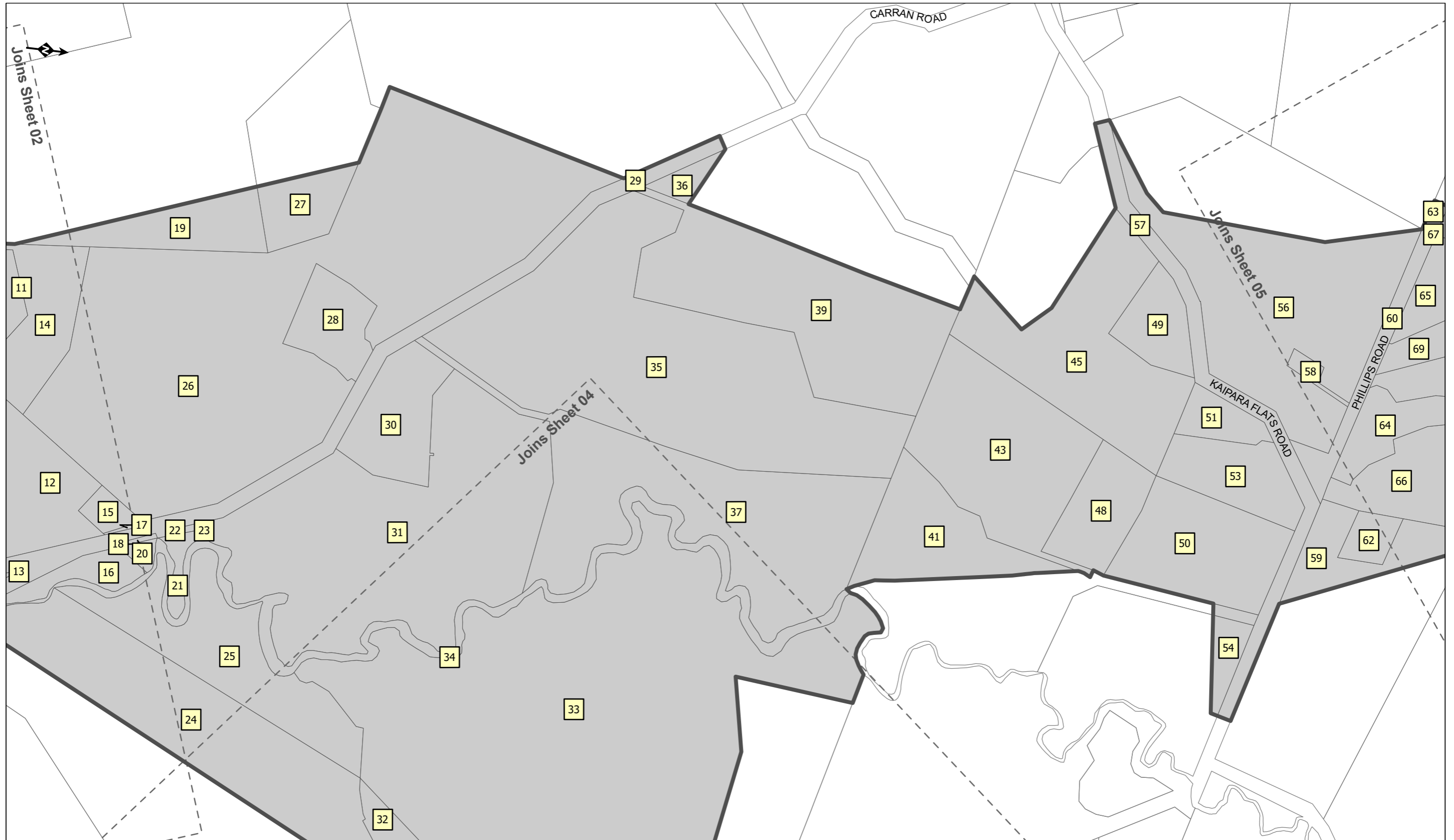


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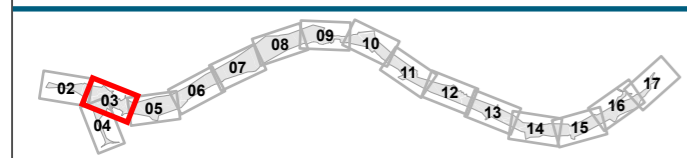
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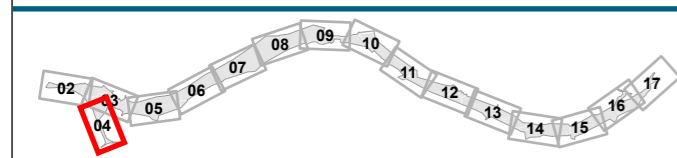
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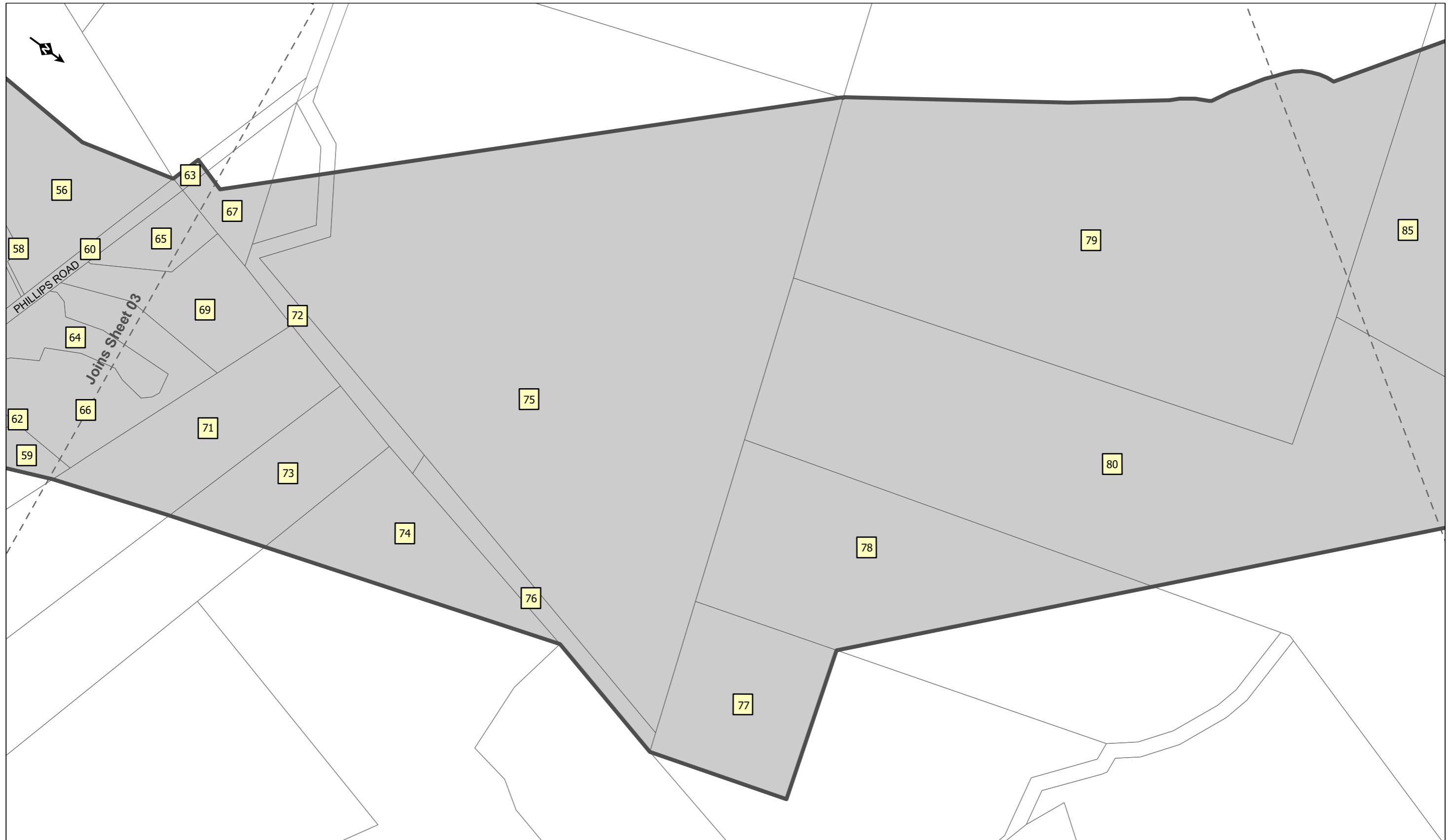


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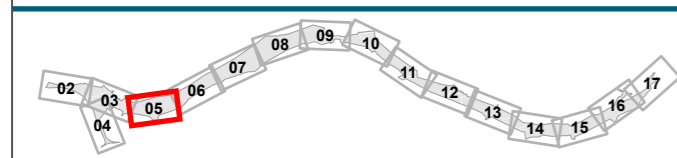
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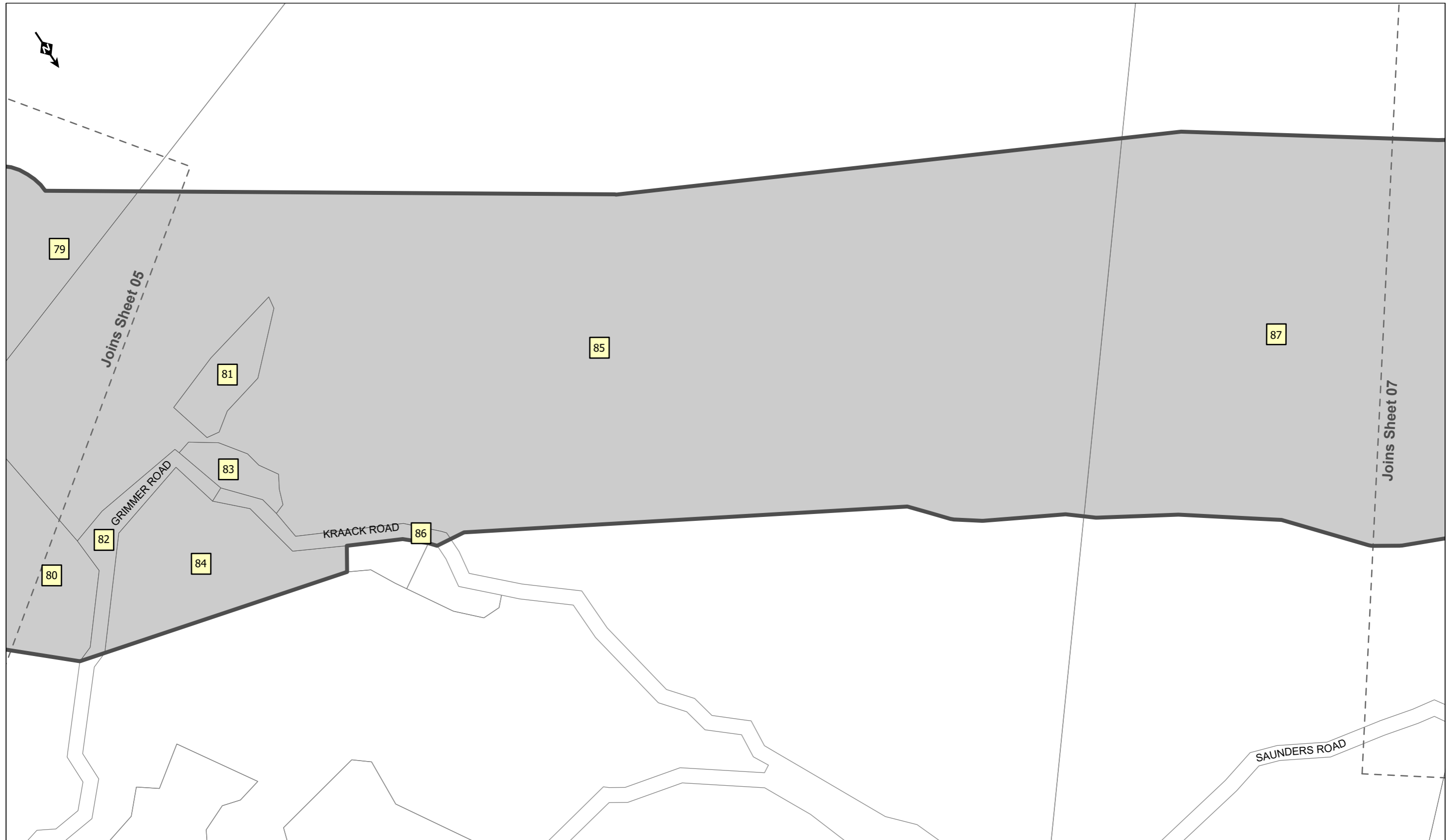


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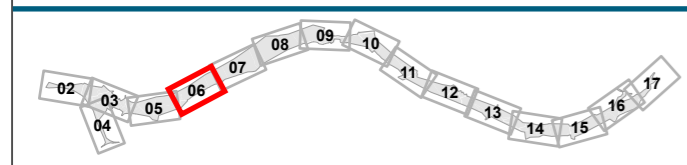
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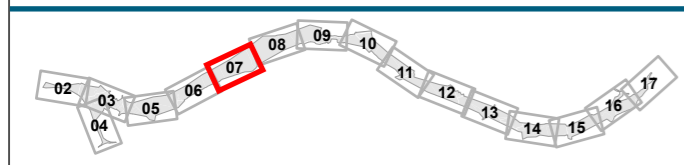
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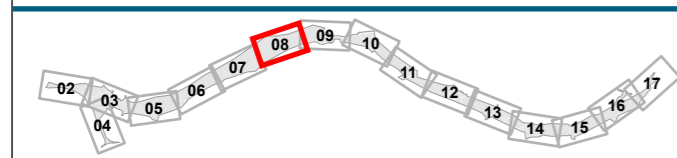
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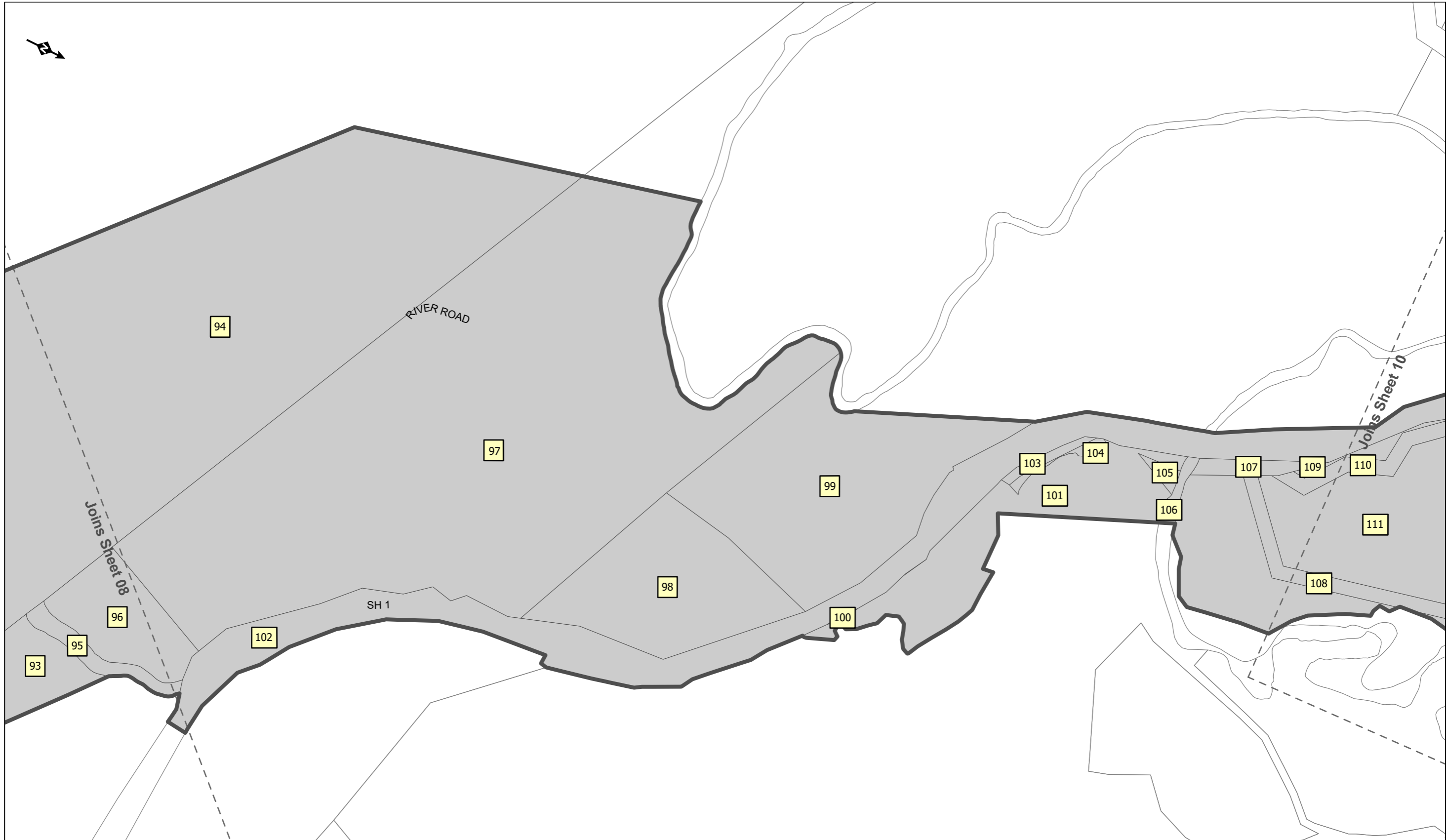


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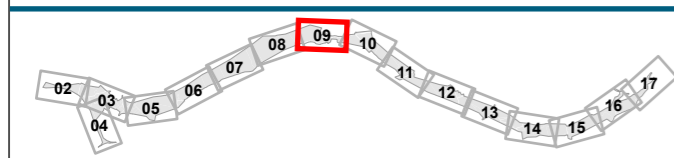
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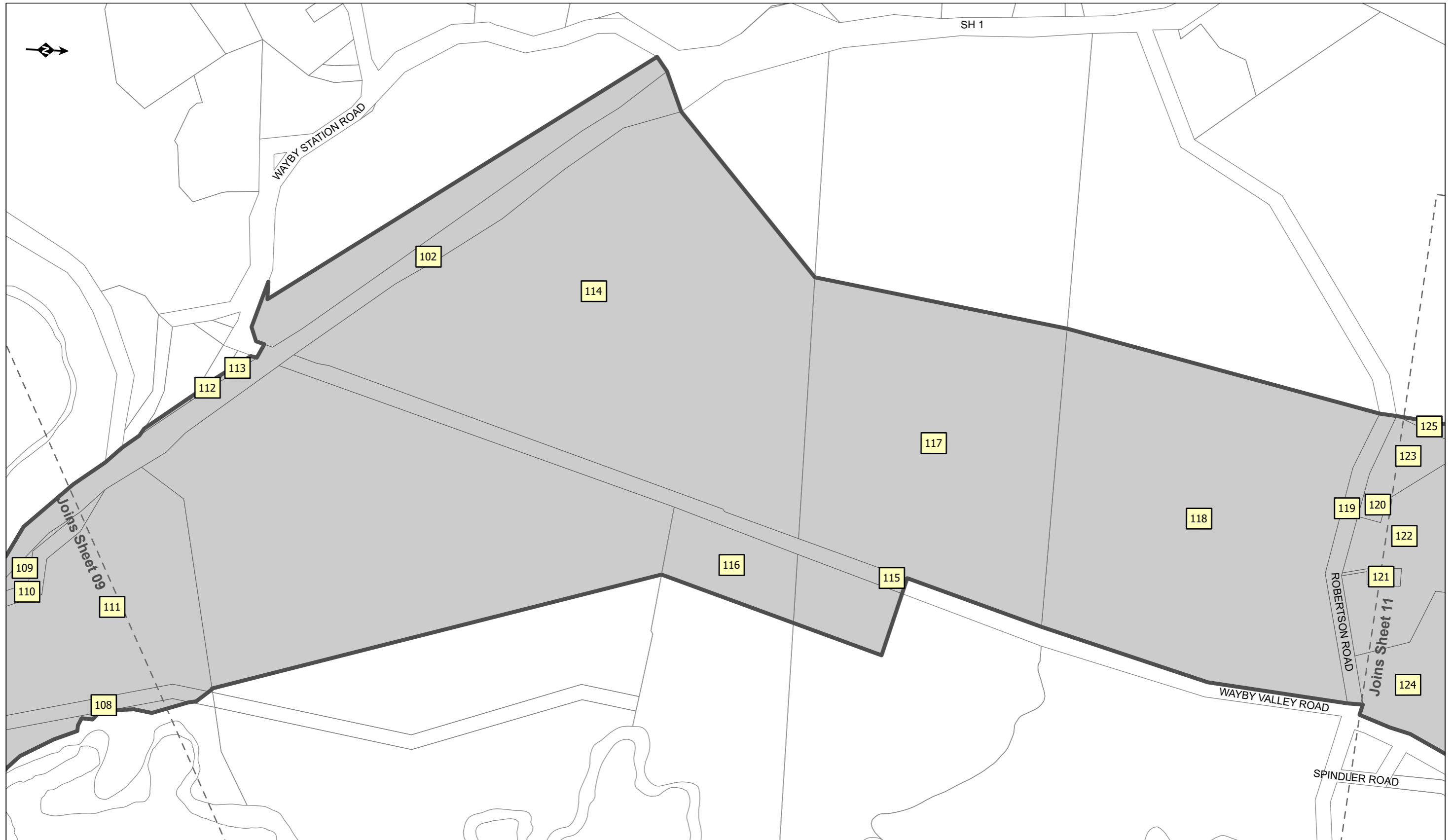


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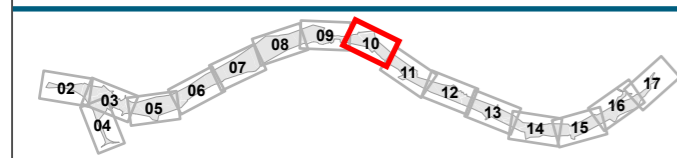


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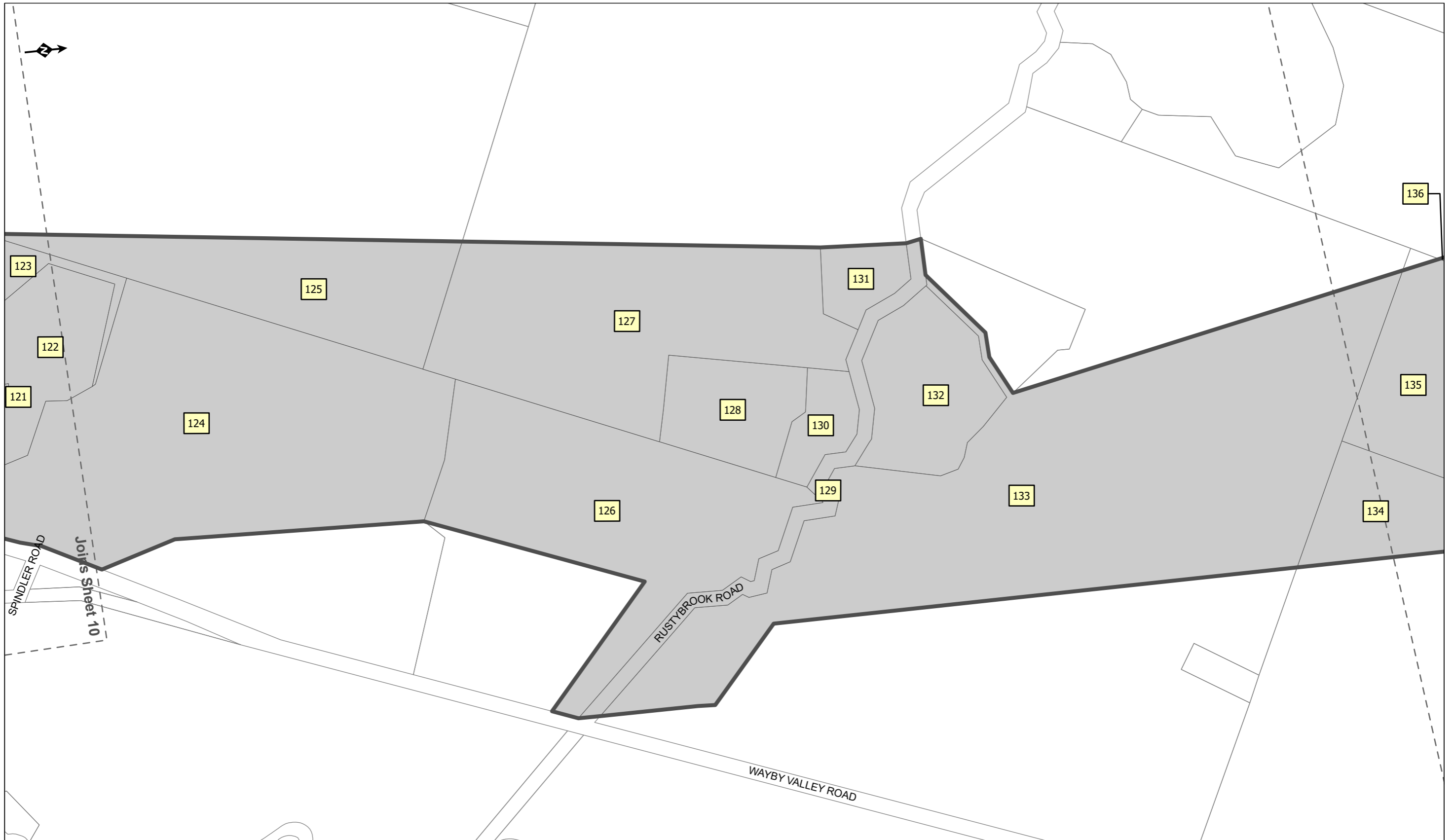
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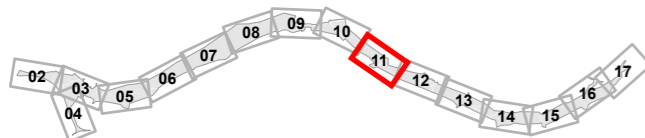
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Approved BN		Date MARCH 2020	
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PROJECT: WARKWORTH TO WELLSFORD PROJECT
TITLE: PROPOSED DESIGNATION
Contract: PA4156 Drawing No: Sheet: 10 of 17 Rev: 0



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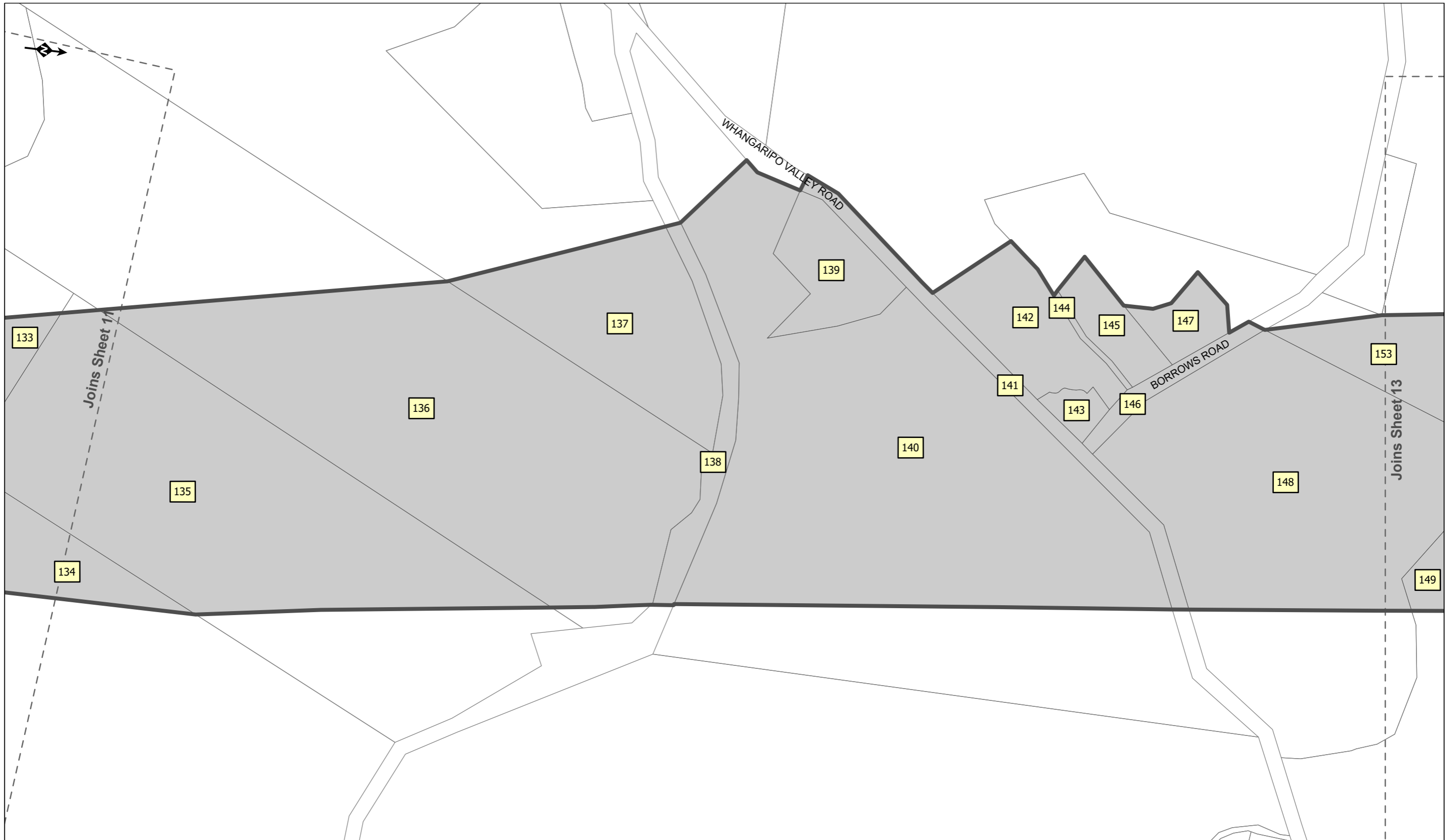


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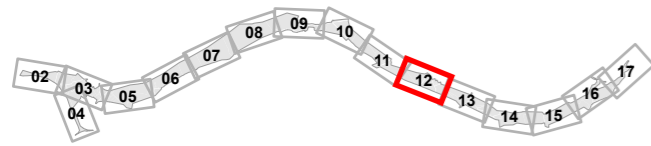
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PROJECT: WARKWORTH TO WELLSFORD PROJECT	TITLE: PROPOSED DESIGNATION
Contract: PA4156	Drawing No: 11 of 17
Sheet: 11 of 17	Rev: 0



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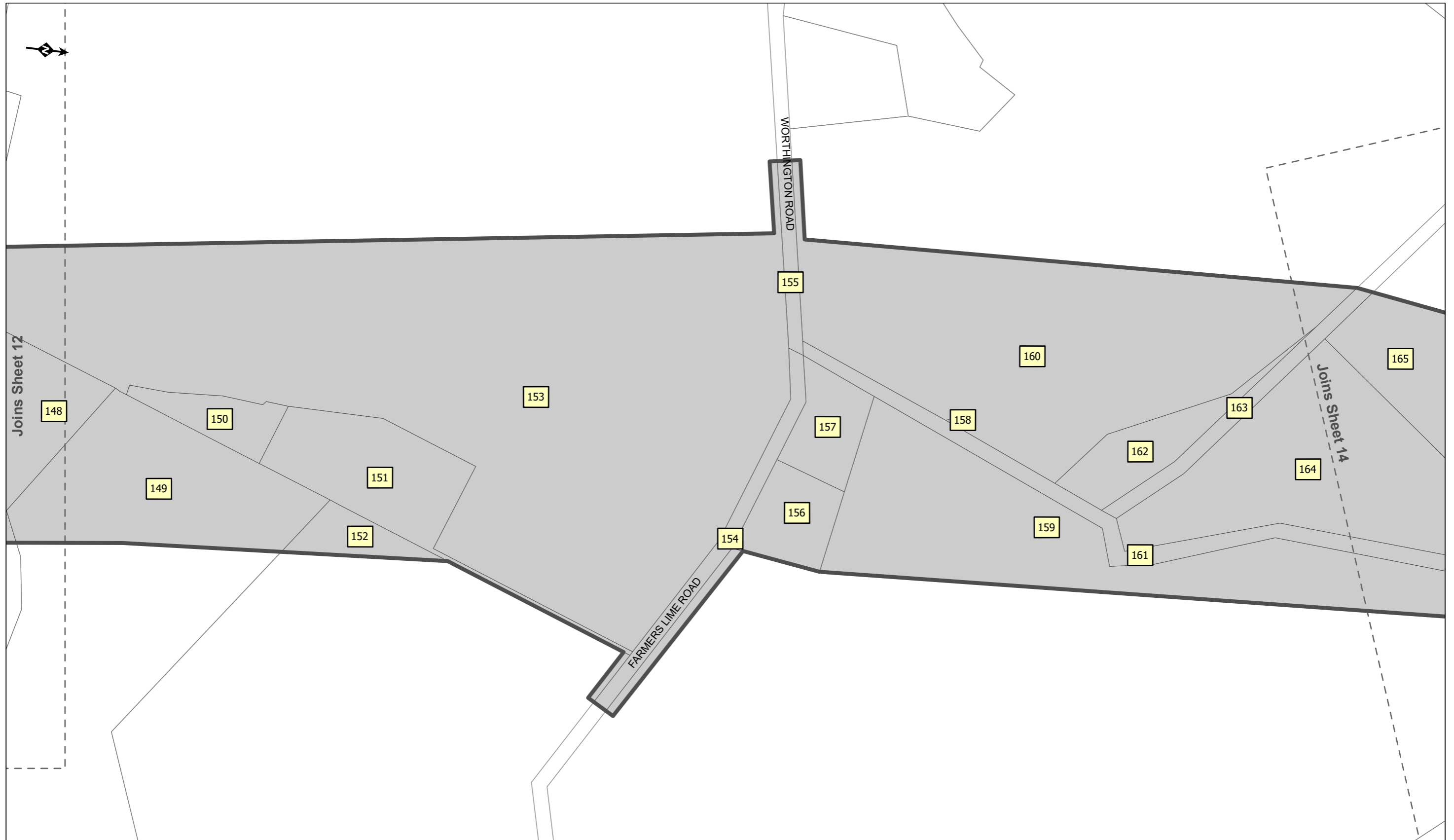


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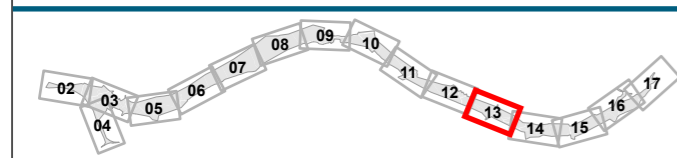
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TITLE: PROPOSED DESIGNATION
Contract: PA4156
Drawing No:
Sheet: 12 of 17
Rev: 0

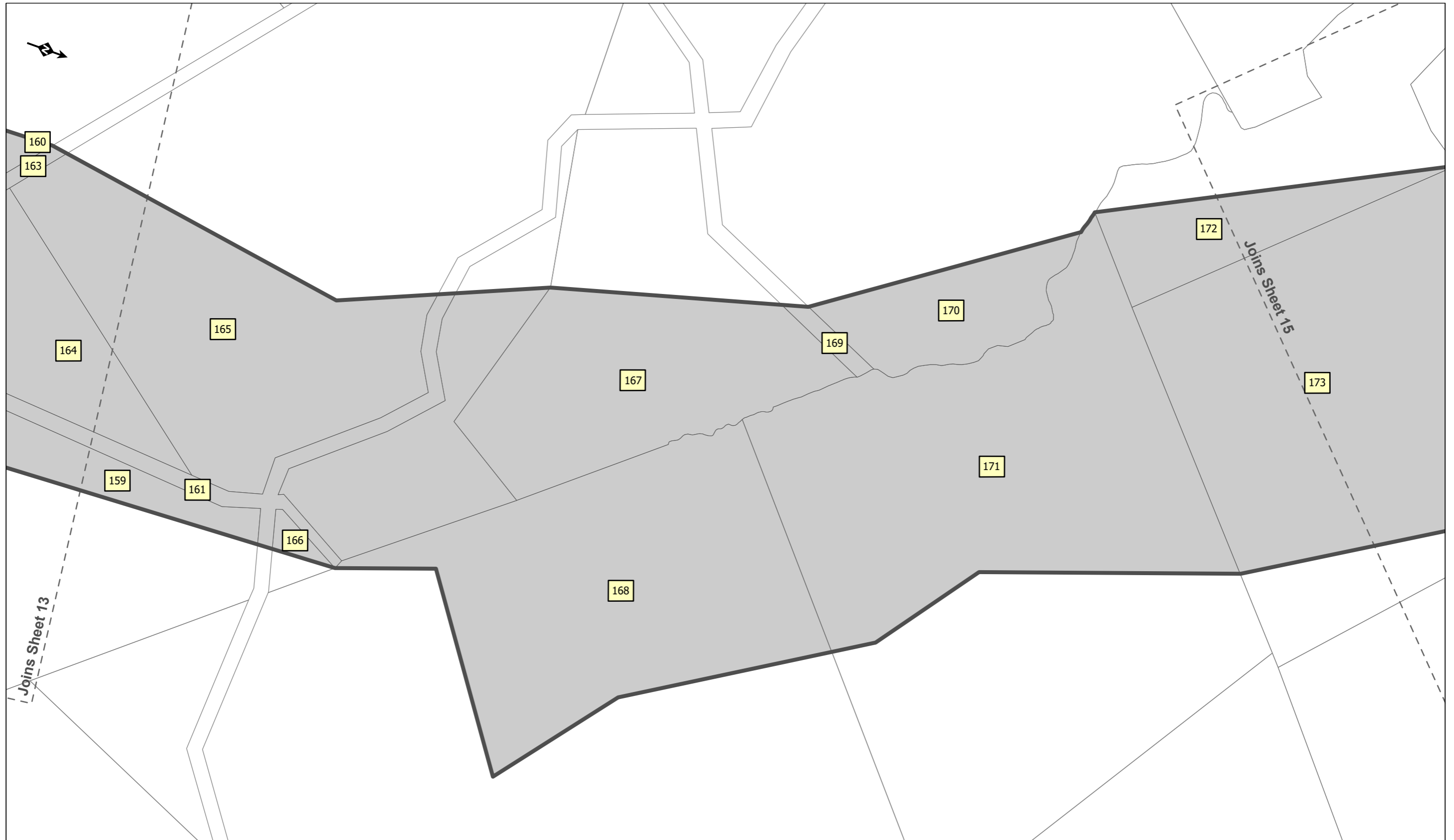


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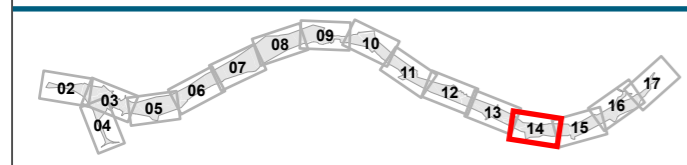


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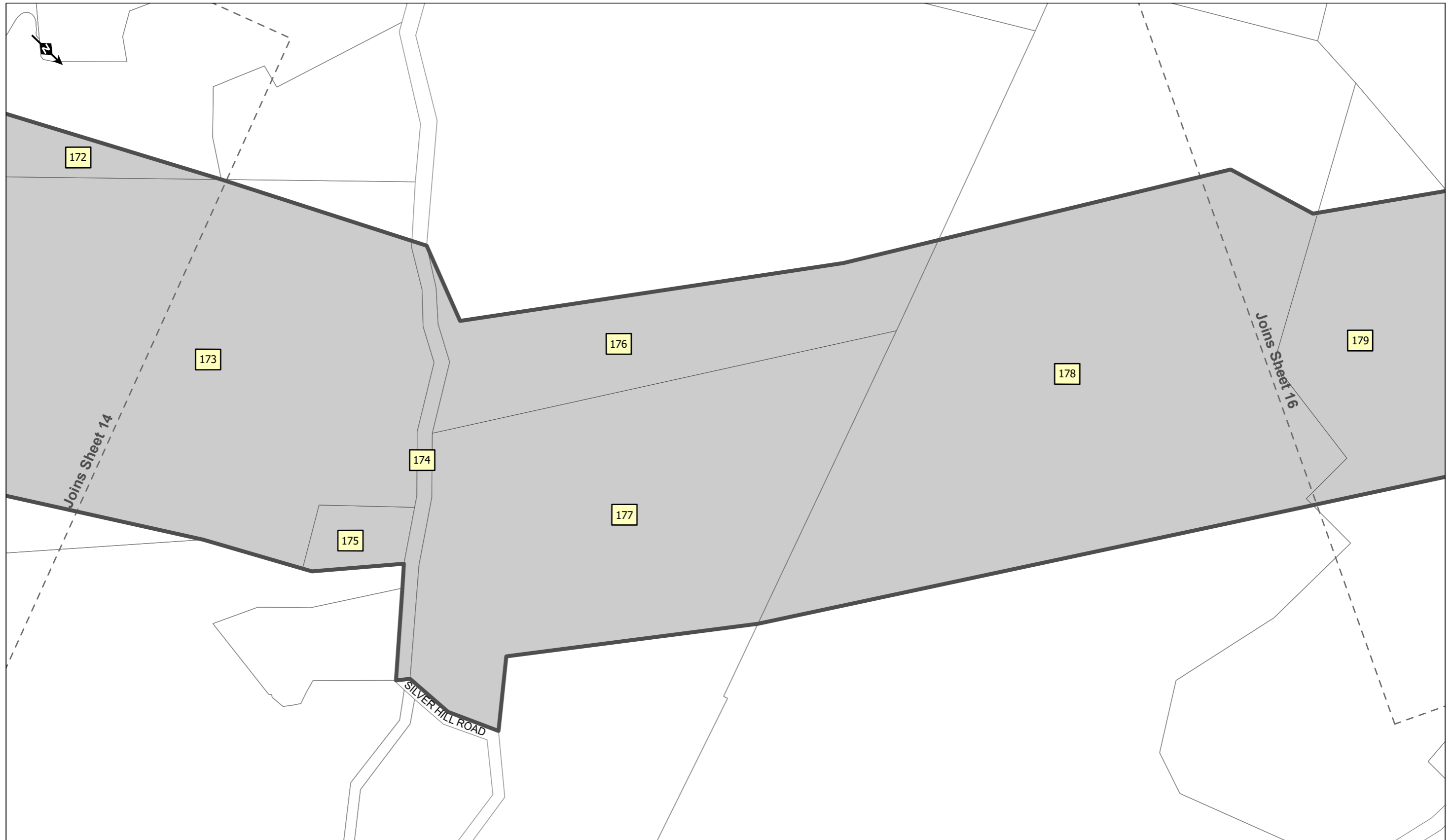
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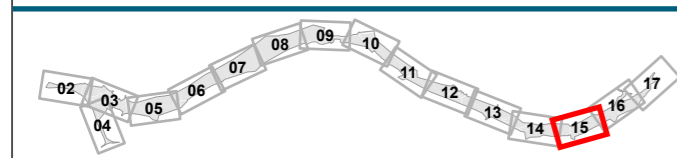
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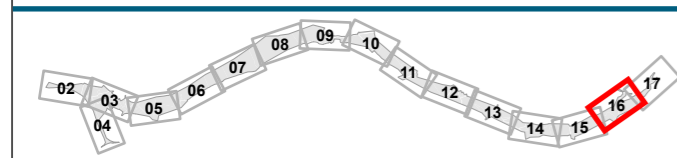


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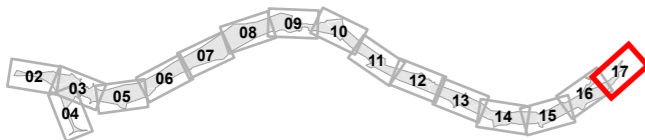
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TITLE:	PROPOSED DESIGNATION
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TITLE: PROPOSED DESIGNATION
Contract: PA4156
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Attachment C – Schedule of Directly Affected Property

PARCEL ID	LEGAL DESCRIPTION	TITLE	LOCATION	REQUIRED AREA (ha)
1	Lot 1 DP 587	NA35B/681	Wyllie Road Warkworth 0981	7.6
2	Lot 4 DP 473567	647898	Wyllie Road Warkworth 0981	0.8
3	ROAD		Wyllie Road	0.4
4	Lot 4 DP 168411	NA102B/941	Wyllie Road Warkworth 0981	1.1
5	Lot 2 DP 199822	NA126B/761	Wyllie Road Warkworth 0981	2.6
6	Lot 6 DP 329024	118451	Wyllie Road Warkworth 0981	1.4
7	Lot 1 DP 168411	NA102B/939	Wyllie Road Warkworth 0981	0.2
8	Lot 2 DP 171314	NA104C/827	2 Wyllie Road Warkworth 0981	2.2
9	Lot 2 DP 527082	848090	433 Woodcocks Road Warkworth 0981	11.5
10	ROAD		Woodcocks Road	0.9
11	Lot 1 DP 144681	NA85D/563	434 Woodcocks Road Streamlands 0981	2.4
12	Lot 3 DP 77098	NA33C/306	Woodcocks Road Streamlands 0981	8.0
13	Lot 2 DP 77098	NA33C/305	173 Carran Road Kourawhero 0981	0.3
14	Lot 2 DP 204888	NA132C/168	438 Woodcocks Road Streamlands 0981	2.0
15	Lot 2 DP 77099	NA33C/308	152 Carran Road Streamlands 0981	0.3
16	Lot 1 DP 77098	NA33C/304	372 Woodcocks Road Kourawhero 0981	0.7
17	Section 3 SO 70248		152 Carran Road Streamlands 0981	0.03
18	Section 1 SO 67414	NA95C/631	151 Carran Road Kourawhero 0981	0.03
19	Lot 2 DP 511457	785307	Carran Road Streamlands 0981	1.5
20	Lot 1 DP 77099	NA95C/631	151 Carran Road Kourawhero 0981	0.1
21	Lot 2 DP 205424	66353	Carran Road Streamlands 0981	0.3
22	Section 1 SO 70248	66353	Carran Road Streamlands 0981	0.03
23	Part Allot 59 PSH OF Mahurangi	758198	141 Carran Road Warkworth 0984	0.02
24	Section 11 SO 495251	758197	Carran Road Streamlands 0981	6.0
25	Section 22 SO 495251	758198	141 Carran Road Warkworth 0984	3.4
26	Lot 1 DP 316908	66353	Carran Road Streamlands 0981	18.1
27	Lot 3 DP 511457	785308	Carran Road Streamlands 0981	1.0
28	Lot 2 DP 316908	66354	108 Carran Road Streamlands 0981	1.1
29	ROAD		Carran Road	3.0
30	Lot 1 DP 157389	NA94C/299	113 Carran Road Streamlands 0981	1.7
31	Lot 2 DP 157389	NA94C/300	119 Carran Road Streamlands 0981	10.1
32	Section 10 SO 495251	764797	State Highway 1 Warkworth 0984	5.6
33	Section 23 SO 495251	764798	109 Kaipara Flats Road Warkworth 0981	24.4
34	RIVER		Mahurangi River	2.2
35	Lot 3 DP 126513	NA73D/460	83 Carran Road Streamlands 0981	11.0
36	Part Allot 133 PSH OF Mahurangi	NA41D/494	Carran Road Streamlands 0981	0.3
37	Lot 4 DP 126513	NA73D/461	99 Carran Road Streamlands 0981	7.1
38	Section 9 SO 495251	764797	State Highway 1 Warkworth 0984	0.8
39	Lot 2 DP 126513	NA73D/459	63 Carran Road Streamlands 0981	5.9
40	Section 1 SO 495251	757811	State Highway 1 Warkworth 0984	2.4
41	Lot 2 DP 406285	422069	131 Kaipara Flats Road Streamlands 0981	2.4

42	Section 6 SO 495251	757811	State Highway 1 Warkworth 0984	2.1
43	Lot 2 DP 412098	444858	137 Kaipara Flats Road Streamlands 0981	4.3
44	Section 4 SO 495251	757811	State Highway 1 Warkworth 0984	0.4
45	Lot 2 DP 169914	NA103C/760	Kaipara Flats Road Streamlands 0981	4.7
46	Section 2 SO 495251	757811	State Highway 1 Warkworth 0984	0.6
47	Section 7 SO 495251	757811	State Highway 1 Warkworth 0984	0.1
48	Lot 1 DP 412098	444857	135 Kaipara Flats Road Streamlands 0981	1.4
49	Lot 1 DP 169914	NA103C/759	171 Kaipara Flats Road Streamlands 0981	1.0
50	Lot 1 DP 167068	NA101B/724	141 Kaipara Flats Road Streamlands 0981	2.8
51	Lot 1 DP 91259	NA48B/924	157A Kaipara Flats Road Streamlands 0981	0.6
52	Section 5 SO 495251	757811	State Highway 1 Warkworth 0984	4.4
53	Lot 2 DP 91259	NA48B/925	157 Kaipara Flats Road Streamlands 0981	1.5
54	Lot 1 DP 181230	NA112B/865	115 Kaipara Flats Road Streamlands 0981	0.4
55	Section 3 SO 495251	757811	State Highway 1 Warkworth 0984	0.2
56	Part Allot 92 PSH OF Mahurangi	NA2037/21	27 Phillips Road Streamlands 0981	6.4
57	ROAD		Kaipara Flats Road	1.8
58	Lot 1 DP 50365	NA2037/20	11 Phillips Road Streamlands 0981	0.1
59	Part Allot 93 PSH OF Mahurangi	NA3D/1446	130 Kaipara Flats Road Dome Valley 0981	1.4
60	ROAD		Phillips Road	0.8
61	Lot 1 DP 208830	NA137A/146	105 State Highway 1 Warkworth 0984	0.8
62	Part Allot 93 PSH OF Mahurangi	NA758/257	154 Kaipara Flats Road Dome Valley 0981	0.4
63	Part Allot 27 PSH OF Kourawhero	NA49A/504	Phillips Road Dome Valley 0981	0.1
64	Lot 1 DP 439658	545320	6 Phillips Road Dome Valley 0981	1.3
65	Lot 1 DP 152292	NA90C/852	30 Phillips Road Dome Valley 0981	0.9
66	Lot 2 DP 439658	545321	156 Kaipara Flats Road Dome Valley 0981	3.5
67	Part Allot 27 PSH OF Kourawhero	NA759/205	Phillips Road Dome Valley 0981	0.7
68	Part Allot 94 PSH OF Mahurangi	NA524/220	21 Kaipara Flats Road Dome Valley 0981	0.4
69	Lot 2 DP 168605	NA102C/424	18 Phillips Road Dome Valley 0981	2.4
70	Part Allot 283 PSH OF Mahurangi	NA683/98	Kaipara Flats Road Dome Valley 0981	0.009
71	Lot 2 DP 321559	86088	130 Kaipara Flats Road Dome Valley 0981	3.9
72	Allot 59A PSH OF Kourawhero	NA48/42	Phillips Road Dome Valley 0981	1.3
73	Lot 1 DP 532044	869891	130 Kaipara Flats Road Dome Valley 0981	2.7
74	Lot 1 DP 105099	NA57D/1430	42 Kaipara Flats Road Dome Valley 0981	3.7
75	Allot 59 PSH OF Kourawhero	NA759/205	Phillips Road Dome Valley 0981	34.4
76	Allot 150 PSH OF Kourawhero	NA33A/482	Phillips Road Dome Valley 0981	1.2

77	Allot NE60 PSH OF Kourawhero	NA51D/970	State Highway 1 Dome Valley 0981	4.1
78	Allot SW60 PSH OF Kourawhero	NA2D/55	State Highway 1 Dome Valley 0981	8.8
79	Allot 85 PSH OF Kourawhero	NA2D/474	14 Hudson Lane Hoteo 0984	27.1
80	Allot 82 PSH OF Hoteo	NA34/272	State Highway 1 Dome Valley 0981	23.4
81	Part Allot 81 PSH OF Hoteo	NA78D/385	180 Kraack Road Dome Valley 0981	1.0
82	ROAD		Grimmer Road	1.0
83	Lot 1 DP 115351	NA65C/684	161 Kraack Road Dome Valley 0981	0.6
84	Lot 1 DP 180356	NA105B/795	119 Kraack Road Dome Valley 0981	4.0
85	Part Allot 81 PSH OF Hoteo	NA64B/804	State Highway 1 Dome Valley 0981	62.2
86	ROAD		Kraack Road	0.7
87	Allot 80 PSH OF Hoteo	NA118/232	State Highway 1 Dome Valley 0981	43.7
88	Allot 84 PSH OF Hoteo	NA769/110	State Highway 1 Dome Valley 0981	45.7
89	Lot 1 DP 40479	NA1071/17	State Highway 1 Dome Valley 0981	42.2
90	Part Allot 95 PSH OF Hoteo	NA1071/18	State Highway 1 Dome Valley 0981	31.6
91	Part Allot 87 PSH OF Hoteo	NA361/40	Whangaripo Valley Road Whangaripo 0972	51.4
92	Part Allot 88 PSH OF Hoteo	NA361/40	Whangaripo Valley Road Whangaripo 0972	34.3
93	Part Allot 89 PSH OF Hoteo	NA370/195	Whangaripo Valley Road Whangaripo 0972	26.1
94	Part Allot 64 PSH OF Hoteo	NA45A/282	Whangaripo Valley Road Whangaripo 0972	34.4
95	ROAD		Unnamed Road	0.5
96	Section 1 SO 64655	NA89C/212	Whangaripo Valley Road Whangaripo 0972	1.9
97	Part Allot 65 PSH OF Hoteo	NA45A/282	Whangaripo Valley Road Whangaripo 0972	27.4
98	Part Allot 67 PSH OF Hoteo	NA45A/282	Whangaripo Valley Road Whangaripo 0972	4.2
99	Part Lot 1 DP 76782	NA33B/311	1207 State Highway 1 Wayby 0972	7.2
100	Part Allot 118 PSH OF Hoteo	NA42B/698	1282 State Highway 1 Wayby Valley 0972	0.01
101	Lot 2 DP 398682	393450	1282 State Highway 1 Wayby Valley 0972	3.5
102	ROAD		SH1	10.5
103	Part Allot 172 PSH OF Hoteo		State Highway 1 Wayby Valley 0972	0.2
104	Part Allot 67 PSH OF Hoteo		State Highway 1 Wayby Valley 0972	0.1
105	Lot 1 DP 361849	252010	1282 State Highway 1 Wayby Valley 0972	0.1
106	RIVER		Hoteo River	0.1
107	Section 28 Block XII Pakiri SD	278282	1282 State Highway 1 Wayby Valley 0972	0.3

108	Part Section 32A Block XII Pakiri SD	NA55B/663	1282 State Highway 1 Wayby Valley 0972	0.8
109	Part Section 44 Block XII Pakiri SD	NA781/62	1282 State Highway 1 Wayby Valley 0972	0.2
110	Part Section 43 Block XII Pakiri SD	NA781/62	1282 State Highway 1 Wayby Valley 0972	0.6
111	Part Section 32 Block XII Pakiri SD	NA55B/663	1282 State Highway 1 Wayby Valley 0972	9.7
112	Section 47 Block XII Pakiri SD	NA42C/783	1325 State Highway 1 Wayby Valley 0972	0.02
113	Part Section 32 Block XII Pakiri SD		1325 State Highway 1 Wayby Valley 0972	0.04
114	Part Section 32 Block XII Pakiri SD	NA89D/3	1325 State Highway 1 Wayby Valley 0972	41.7
115	ROAD		Wayby Valley Road	1.8
116	Lot 2 DP 33441	NA70A/908	101 Wayby Valley Road Wayby Valley 0972	1.6
117	Part Lot 2 DP 15424	NA70A/908	101 Wayby Valley Road Wayby Valley 0972	13.9
118	Part Lot 1 DP 15424	NA346/269	133 Wayby Valley Road Wayby Valley 0972	16.1
119	ROAD		Robertson Road	0.9
120	Lot 1 DP 40996	NA1101/25	30 Robertson Road Wayby Valley 0972	0.1
121	Lot 1 DP 57376	NA11C/490	20 Robertson Road Wayby Valley 0972	0.1
122	Lot 1 DP 148721	NA88B/777	16 Robertson Road Wayby Valley 0972	3.6
123	Lot 1 DP 190638	NA120C/215	Wayby Valley Road Wayby Valley 0972	1.0
124	Part Section 6 Block XII Pakiri SD	NA121C/36	Wayby Valley Road Wayby Valley 0972	15.4
125	Section 7 Block XII Pakiri SD	NA118B/536	133 Wayby Valley Road Wayby Valley 0972	5.5
126	Lot 1 DP 186916	NA117A/872	230 Rustybrook Road Wayby Valley 0974	9.5
127	Lot 1 DP 203808	NA129D/984	106 Rustybrook Road Wayby Valley 0974	10.2
128	Lot 2 DP 201302	NA129D/984	106 Rustybrook Road Wayby Valley 0974	2.4
129	ROAD		Rustybrook Road	1.8
130	Lot 1 DP 201302	NA129D/983	200 Rustybrook Road Wayby Valley 0974	1.0
131	Lot 2 DP 142750	NA84C/649	Rustybrook Road Wayby Valley 0974	1.0
132	Lot 1 DP 91253	NA48B/912	199 Rustybrook Road Wayby Valley 0974	3.3
133	Lot 2 DP 190052	NA120A/93	237 Rustybrook Road Wayby Valley 0974	22.3
134	Lot 4 DP 201813	NA130B/590	351A Wayby Valley Road Wayby Valley 0974	3.3
135	Section 11 Block XII Pakiri SD	NA68/186	64 Whangaripo Valley Road Wayby Valley 0974	15.3
136	Part Section 36 Block XII Pakiri SD	NA15C/958	64 Whangaripo Valley Road Wayby Valley 0974	17.9
137	Lot 2 DP 372459	894735	64 Whangaripo Valley Road Wayby Valley 0974	5.3
138	ROAD		Unnamed Road	1.4

139	Lot 2 DP 181044	NA112B/433	118 Whangaripo Valley Road Wayby Valley 0974	1.9
140	Lot 1 DP 189029	NA118B/262	170 Whangaripo Valley Road Wayby Valley 0974	20.6
141	ROAD		Whangaripo Road	1.6
142	Lot 1 DP 314803	58434	50 Borrows Road Wellsford 0974	2.5
143	Lot 1 DP 190664	NA120C/268	159 Whangaripo Valley Road Wellsford 0974	0.4
144	Lot 2 DP 183801	NA114D/541	40 Borrows Road Wellsford 0974	0.1
145	Section 1 SO 62721	NA67C/723	17 Borrows Road Wellsford 0974	1.1
146	ROAD		Borrows Road	0.7
147	Lot 1 DP 183801	NA114D/540	19 Borrows Road Wellsford 0974	0.9
148	Lot 4 DP 174990	NA107C/892	12 Borrows Road Waiteitei 0974	13.1
149	Lot 2 DP 174990	NA107C/890	213 Whangaripo Valley Road Waiteitei 0974	5.6
150	Lot 1 DP 365742	266456	35 Borrows Road Waiteitei 0974	1.0
151	Lot 2 DP 365742	266457	50 Farmers Lime Road Waiteitei 0974	3.3
152	Lot 1 DP 174990	NA107C/889	213 Whangaripo Valley Road Waiteitei 0974	0.9
153	Lot 3 DP 365742	266458	37 Borrows Road Waiteitei 0974	33.9
154	ROAD		Farmers Lime Road	1.1
155	ROAD		Worthington Road	0.5
156	Lot 2 DP 418982	472666	29 Farmers Lime Road Waiteitei 0974	1.3
157	Lot 1 DP 418982	472665	15 Farmers Lime Road Waiteitei 0974	1.3
158	Lot 1 DP 100659	NA55C/478	Worthington Road Waiteitei 0975	0.0
159	Lot 3 DP 418982	758530	Hindle Road Waiteitei 0975	10.5
160	Lot 4 DP 204849	NA133B/320	18 Hindle Road Te Hana 0975	13.8
161	ROAD		Unnamed Road	3.7
162	Lot 5 DP 174990	758530	Hindle Road Waiteitei 0975	1.5
163	ROAD		Hindle Road	0.9
164	Allot SE103 PSH OF Oruawharo	758530	Hindle Road Waiteitei 0975	7.9
165	Part Allot NW103 PSH OF Oruawharo	NA121C/258	18 Hindle Road Te Hana 0975	17.2
166	Lot 4 DP 418982	758530	Hindle Road Waiteitei 0975	0.3
167	Lot 1 DP 127020	NA74A/631	199 Shepherd Road Te Hana 0975	8.9
168	Part Allot W93 PSH OF Oruawharo	NA5B/4	295 Waiteitei Road Waiteitei 0974	15.1
169	ROAD		Unnamed Road	0.3
170	Part Allot NE102 PSH OF Oruawharo	NA1146/54	18 Hindle Road Te Hana 0975	3.5
171	Part Allot 94 PSH OF Oruawharo	NA5B/3	295 Waiteitei Road Waiteitei 0974	19.0
172	Lot 2 DP 326740	108527	295 Waiteitei Road Waiteitei 0974	3.2
173	Lot 1 DP 168755	NA102A/86	312 Silver Hill Road Waiteitei Auckland 0975	32.5
174	ROAD		Silver Hill Road	1.2

175	Lot 1 DP 166448	NA100D/939	314 Silver Hill Road Waiteitei Auckland 0975	1.1
176	Lot 1 DP 1115	NA1030/145	263 Silver Hill Road Te Hana 0975	7.9
177	Part Lot 2 DP 1115	NA770/58	344 Silver Hill Road Te Hana 0975	19.0
178	Part Lot 3 DP 31165	NA19C/940	200 Mangawhai Road Te Hana 0975	28.3
179	Lot 2 DP 494608	724213	194 Mangawhai Road Te Hana 0975	19.7
180	Part Lot 4 DP 24208	NA709/108	194 Mangawhai Road Te Hana 0975	20.9
181	ROAD		SH1	2.4
182	Part Lot 1 DP 396079	383214	State Highway 1 Topuni 0975	0.2
183	Part Lot 1 DP 130101	574950	557 State Highway 1 Topuni 0975	0.3
184	ROAD		Mangawhai Road	3.2
185	Lot 1 DP 494608	724212	122 Mangawhai Road Te Hana 0975	1.0
186	Part Lot 3 DP 24208	NA723/130	542 State Highway 1 Topuni 0975	31.3
187	Part Lot 1 DP 175600	NA108A/353	558 State Highway 1 Topuni 0975	1.4
188	Lot 2 DP 205703	NA134A/273	Waimanu Road Topuni 0975	0.2
189	ROAD		Waimanu Road	0.3
190	Part Allot 220 PSH OF Oruawharo	NA658/73	17 Vipond Road Topuni 0975	0.0
191	Part Lot 2 DP 179044	NA105B/717	17 Vipond Road Topuni 0975	15.2
192	ROAD		Unnamed Road	0.2
193	ROAD		SH1	2.9
194	Lot 1 DP 84627	NA41A/450	17 Maeneene Road Topuni 0975	0.7
195	Part Section 7 Block VIII Otamatea SD	NA8D/1048	Maeneene Road Topuni 0975	0.1
196	ROAD		Vipond Road	4.0
197	Allot 251 PSH OF Oruawharo	NA42B/608	18 Maeneene Road Topuni 0975	0.01
198	Part Lot 1 DP 30301		State Highway 1 Topuni 0975	0.2
199	Lot 1 DP 179044	NA105B/717	17 Vipond Road Topuni 0975	0.003
200	ROAD		Unnamed Road	0.9
201	Part Allot 250 PSH OF Oruawharo	NA42B/608	18 Maeneene Road Topuni 0975	2.1
202	Allot 252 PSH OF Oruawharo	NA1524/24	17 Vipond Road Topuni 0975	0.4
203	Lot 3 DP 338064	156557	17 Vipond Road Topuni 0975	0.3
204	ROAD		Maeneene Road	0.7
205	Lot 1 DP 487796	698521	17 Vipond Road Topuni 0975	0.4

Attachment D – Proposed Designation Conditions

DESIGNATION CONDITIONS

Designation for a public work, being the construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana

Advice note: The scope of this Designation does not cover plantation forest activities defined by the Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017 and related activities in the commercial plantation forest (Mahurangi Forest) located west of SH1. Separate statutory authorisations may be required for those activities.

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DEFINITIONS

The table below defines the acronyms and terms used in the conditions. Defined terms are capitalised throughout the conditions.

Acronym / Term	Definition / Meaning
Active Roost Site	An area within the home range of a bat population and where there is potential for bats to be roosting in any suitable tree or cluster of trees
Auckland Transport	The Chief Executive of Auckland Transport or authorised delegate
AUP(OP)	Auckland Unitary Plan Operative in Part
Avifauna	Indigenous bird species of NZ
Best Practicable Option or BPO	Best Practicable Option as defined in section 2 of the Resource Management Act 1991.
Building-Modification Mitigation	As defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
CAQMP	Construction Air Quality Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CIR	Cultural Indicators Report
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
COPTM	NZ Transport Agency Code of Practice for Temporary Traffic Management
CTMP	Construction Traffic Management Plan
Day(s)	Has the same meaning as “working day” under section 2 of the RMA
Designation	The designation included in the AUP(OP)
EMP	Ecology Management Plan
Ecological Site	The areas identified on Maps 18 – 20
Ecological Value	The value of an Ecological Site (i.e. Low-Moderate or High-Very High) identified using the criteria in the EIANZ Guidelines
EIANZ Guidelines	Ecological Impact Assessment Guidelines for New Zealand 2nd Edition, EIANZ, 2018
Enabling Works	Preliminary construction activities as follows: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • formation of access for geotechnical investigations

Acronym / Term	Definition / Meaning
	<ul style="list-style-type: none"> • establishment of site yards, site offices, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and screen planting)
EWCMP	Enabling Works Cultural Monitoring Plan
EWCTMP	Enabling Works Construction Traffic Management Plan
Fauna	Indigenous fauna of NZ, excluding fauna as defined in Avifauna above
Habitable Space	As defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
HAMP	Heritage and Archaeology Management Plan
Heavy Vehicle	A motor vehicle having a gross laden weight exceeding 3500 kg
Highly Sensitive Receiver (HSR)	Residential dwellings within: <ul style="list-style-type: none"> • 200m of the Designation boundary; • 50m of sealed access roads used for Project Works up to 500 m outside of the Designation boundary; and • 100m of unsealed access roads used for Project Works outside of the Designation boundary.
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate
Mana Whenua	Māori with ancestral rights to resources in the Project area and responsibilities as kaitiaki over their tribal lands, waterways and other taonga
Mitigation Sites	The Mitigation Sites identified on Maps 7 – 12
Network Utility Operation(s)/Operator(s)	As defined in section 166 of the RMA
NMP	Noise Mitigation Plan
Noise Criteria Categories	The groups of preference for sound levels established in accordance with New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> when determining the BPO for noise mitigation (Categories A, B and C)

Acronym / Term	Definition / Meaning
NZS 6803	New Zealand Standard 6803:1999: <i>Acoustics – Construction Noise</i>
NZS 6806	New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
PPF	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Project	The construction, maintenance and operation of the Ara Tūhono Warkworth to Wellsford Project, which extends from Warkworth to north of Te Hana
Project Liaison Person	The person or persons appointed for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the construction work
Project Works	All activities undertaken to construct the Project (Construction Works and Enabling Works) and including ecological and landscape mitigation activities) but excluding operation of the highway
RMA	Resource Management Act 1991
SCMP	Stakeholder and Communications Management Plan
SH1	State Highway 1
SSTMP	Site Specific Traffic Management Plan
Stage(s)	A specific works area or new land disturbing activity associated with construction of the Project as nominated by the Consent Holder.
Stormwater Management Wetland	A permanent stormwater management device in the form of a constructed wetland designed to manage stormwater runoff volume, flow and/or contaminant loads prior to discharge
Structural Mitigation	As defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence
Threatened Species	Species listed as per the Department of Conservation's <i>New Zealand Threat Classification System (NZTCS)</i>
TTM	Temporary Traffic Management
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Acronym / Term	Definition / Meaning
Wetland(s)	Includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions, excluding Stormwater Management Wetlands.

Maps:

Maps 1 – 6	Representative Watercourses
Maps 7 – 12	Mitigation Sites
Map 13	Fauna Habitat and Flyway mitigation area
Map 14 – 16	Bridge Structures in Watercourses
Map 17	Crossing of the Kourawhero Stream and associated wetland complex
Maps 18 – 20	Ecological Sites

GENERAL

1. As soon as practicable following completion of construction of the Project, the Requiring Authority shall give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the State highway.

Lapse

2. The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under section 175 of the RMA.

Construction conditions

3. Conditions 4 to 88 relate to construction of the Project and only apply to construction activities. Once construction of the Project is complete these conditions, will no longer apply and can be removed, except for conditions that specify an obligation which continues after construction.

Management and outline plan process

4. The Requiring Authority shall prepare, submit to Auckland Council, and implement the Designation management plans in accordance with Table 1 and implement the Designation management plans in accordance with Table 1 and the specific Designation conditions.
5. The Requiring Authority may prepare management plans in parts or in Stages to address specific activities or to reflect the staged implementation of the Project Works.
6. The Requiring Authority shall not commence Project Works within the area to which a management plan applies until the OPW has been considered in accordance with s176A of the RMA or the required management plan(s) has been certified or is deemed to be certified or otherwise provided to the Council for information.

Table 1: Management Plan Table

Management Plan	Decision Pathway	When to submit	Response time from Manager	Duration for implementation
Stakeholder and Communications	To Manager for information	At least 20 days prior to start of Project Works	N/A	Duration of Project Works
Construction Noise and Vibration	Outline Plan of Works	Prior to start of Project Works	Within statutory timeframes	Duration of Project Works
Noise Mitigation	Outline Plan of Works	Prior to the Project becoming operational	N/A	Throughout the operation of the State Highway
Construction Traffic	Outline Plan of Works	Prior to start of Construction Works	Within statutory timeframes	Duration of Construction Works

Management Plan	Decision Pathway	When to submit	Response time from Manager	Duration for implementation
Enabling Works Traffic	To Road Controlling Authority for approval via COPTTM process	Prior to start of relevant Enabling Works	N/A	Duration of Enabling Works
Site Specific Traffic	To Road Controlling Authority for approval via COPTTM process	Prior to using the relevant public road	N/A	Duration of use of public road for construction activities.
Enabling Works Traffic	To Manager for Information (approval via COPTTM process)	Prior to start of relevant Enabling Works	N/A	Duration of Enabling Works
Urban and Landscape Design Framework	Outline Plan of Works	Prior to start of Project Works	Within statutory timeframes	Duration of Project Works
Urban and Landscape Design Management Plan/s	Outline Plan of Works	Prior to start of Construction Works in relevant sector	Within statutory timeframes	Duration of Project Works
Ecology	Outline Plan of Works	Prior to start of Project Works	Within statutory timeframes	As specified in the EMP
Biosecurity Plan	Outline Plan of Works	Prior to start of Construction Works	Within statutory timeframes	Duration of Project Works
Heritage and Archaeology	Outline Plan of Works	Prior to start of Project Works	Within statutory timeframes	Duration of Project Works
Construction Air Quality	Outline Plan of Works	Prior to start of Construction Works	Within statutory timeframes	Duration of Construction Works

CONSTRUCTION CONDITIONS

Stakeholder and Communications

Project Liaison Person

7. The Requiring Authority shall appoint a Project Liaison Person for the duration of Project Works to be the main and readily accessible point of contact for persons interested in, or affected by, Project Works. The Project Liaison Person's contact details shall be readily available via the internet (e.g. via the Project website) and the Project Liaison Person shall be contactable at all times during Project Works.

Stakeholder and Communications Management Plan

8. The Requiring Authority shall prepare a Stakeholder and Communications Management Plan (SCMP) prior to the start of Project Works. The purpose of the SCMP is to set out how the Requiring Authority will communicate with the public and stakeholders for the duration of Project Works.
9. The SCMP shall set out the framework for how the Requiring Authority will:
 - a. Engage with stakeholders such as directly affected landowners and immediately adjoining landowners, educational facilities, iwi and hapu groups, community groups, local businesses and representative groups, residents' organisations, other interested groups and individuals, Auckland Council, Auckland Transport and adjacent local authorities, the Rodney Local Board, and Network Utility Operators;
 - b. Inform the communities of Warkworth, Wellsford and Te Hana of construction progress, including proposed hours of work;
 - c. Engage with the communities to foster good relationships and to provide opportunities for learning about the Project; and
 - d. Provide information on key Project milestones.
10. The Requiring Authority shall prepare the SCMP in consultation with:
 - a. Auckland Council, with respect to coordination of communications with the public and stakeholders;
 - b. Auckland Transport, with respect to communications relating to Project Works or activities that interface with the local road network; and
 - c. Mana Whenua, with respect to provisions that relate specifically to communications with iwi and hapu groups.

Complaints Management Process

11. The Requiring Authority shall keep and maintain a complaints record ("Complaints Record"), recording any complaints received in relation to Project Works for the duration of the Project Works.
12. The Complaints Record shall include:
 - a. The name and address (if known) of the complainant;
 - b. Details of the complaint;
 - c. The date and time of the complaint, and the location, date and time of the alleged event giving rise to the complaint;

- d. The weather conditions at the time of the complaint (as far as reasonably practicable), including wind direction and approximate wind speed if the complaint relates to air quality or noise and where weather conditions are relevant to the nature of the complaint;
 - e. Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as construction undertaken by other parties, fires, traffic accidents or unusually dusty conditions generally;
 - f. Measures taken to respond to the complaint or confirmation of no action if deemed appropriate; and
 - g. The response provided to the complainant.
13. The Requiring Authority shall respond to complaints related to Project Works as soon as practicable.
14. The Requiring Authority shall make the Complaints Record available to the Manager upon request.

Mana Whenua

Cultural Indicators Report

15. At least 6 months prior to start of detailed design of the Project, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Indicators Report for the Project, or to nominate a person or organisation to prepare a Cultural Indicators Report on their behalf. The purpose of the Cultural Indicators Report is to assist with the protection and management of Ngā Taonga Tuku Iho (treasures handed down by our ancestors) during Construction Works.
16. The Cultural Indicators Report should:
- a. Identify cultural sites, landscapes and values that have the potential to be affected by Construction Works;
 - b. Set out the desired outcomes and recommended methods for management of potential effects on cultural sites, landscapes and values;
 - c. Identify cultural indicators of traditional association, mahinga kai and cultural stream health as relevant to the Construction Works;
 - d. Set out recommended methods to measure the effects on identified cultural indicators during Construction Works;
 - e. Identify opportunities for restoration and enhancement of Mauri and mahinga kai within the Project area; and
 - f. Identify cultural values that should be acknowledged in the development of the ULDF, the EMP, the HAMP and the Cultural Monitoring Plan for the Construction Works.
17. The Requiring Authority shall discuss the recommended methods set out in the Cultural Indicators Report with Mana Whenua and implement the methods where practicable to do so.
18. Conditions 16 and 17 will cease to apply if:
- a. Mana Whenua have been invited to prepare a Cultural Indicators Report at least 12 months prior to start of Construction Works; and
 - b. Mana Whenua have not provided a Cultural Indicators Report within six months prior to start of Construction Works.

Cultural Artworks Plan

19. At least 18 months prior to start of Construction Works, the Requiring Authority shall invite Mana Whenua to prepare a cultural artworks plan to identify possible artworks or features to reflect sites and values of significance to Mana Whenua. Condition 19 will cease to apply if Mana Whenua have been invited to prepare a Cultural Artwork Plan and have not provided it within six months prior to start of Construction Works.

Cultural Monitoring Plan (Construction)

20. At least 18 months prior to start of Construction Works, the Requiring Authority shall prepare a Cultural Monitoring Plan. The plan shall be prepared by a Suitably Qualified and Experienced Person who is identified in collaboration with Mana Whenua. Collaboration shall be completed within 30 Days of initiation by the Requiring Authority. The purpose of the cultural monitoring plan is to identify methods for undertaking cultural monitoring.
21. The Cultural Monitoring Plan shall include:
- a. Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - b. Requirements and protocols for cultural inductions;
 - c. Identification of representative activities, sites and areas where cultural monitoring is required during particular Construction Works and the scope of cultural monitoring as appropriate to reflect the timing, location and scale of the Construction Works;
 - d. Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities;
 - e. Details of personnel to assist with management of any issues identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under the conditions titled “Accidental Discovery Protocol” (conditions 82 to 85); and
 - f. The Cultural Monitoring Plan shall align with the requirements of other conditions of the Designation and resource consents for the Project which require monitoring during Construction Works.
22. If Enabling Works involving soil disturbance are undertaken, at least 6 months prior to the start of Enabling Works, the Requiring Authority shall prepare an Enabling Works Cultural Monitoring Plan (EWCMP). The plan shall be prepared by a Suitably Qualified and Experienced Person who is identified in collaboration with Mana Whenua. Collaboration shall be completed within 20 Days of initiation by the Requiring Authority.
23. The EWCMP shall be prepared in general accordance with the Cultural Monitoring Plan conditions 20 to 21 but with the scope modified as appropriate to reflect the timing, location and scale of the Enabling Works.

Network Utilities

24. The Requiring Authority shall ensure that Project Works do not adversely impact on the ongoing safe and efficient operation of Network Utility Operations. The scope, timing and methodology for utility protection and / or relocation works shall be developed in consultation with the relevant Network Utility Operator to ensure ongoing safe and efficient operation for the required works.
25. In consultation with Transpower New Zealand Limited, the Requiring Authority shall develop procedures, methods and measures to be implemented during Project Works to:
 - a. Manage effects of dust and other material potentially resulting from Project Works and able to cause material damage, beyond normal wear and tear, to overhead high voltage transmission lines through the Project area;
 - b. Ensure that no activity is undertaken during construction that would result in ground vibrations, ground instability and/or ground settlement likely to cause material damage to Transpower's assets; and
 - c. Meet applicable standards and Codes of Practice applying to the design and construction of Project Works that interface with the assets of Transpower.

Advice Note: Along with the RMA processes, there are other additional processes and approvals applying to any work or activity that affect network utilities. The Requiring Authority may require additional approvals from Network Utility Operators prior to any works commencing in proximity to network utilities.

Construction Noise and Vibration

Noise Criteria

26. Construction noise from Project Works shall, as far as practicable, comply with the following criteria in accordance with NZS6803:

a. Residential receivers:

	Time	dB LAeq(T)	dB LAmax
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b. Industrial and commercial receivers:

Time	dB LAeq(T)
0730-1800	70
1800-0730	75

Notes:

“(T)” is a representative assessment duration between 10 and 60 minutes.

Measurement and assessment of air blast noise shall be undertaken in accordance with AS 2187-2:2006 Explosives – Storage and use - Part 2: Use of explosives, (as it relates to air blast).

Vibration Criteria

27. Vibration from Project Works shall, as far as practicable, comply with the following criteria:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
		Blasting – vibration	5mm/s PPV	10mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h - 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration - transient (including blasting)	5mm/s PPV	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

Notes:

Measurements of construction vibration shall be undertaken 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.

* For vibration, protected premises and facilities (PPFs) are 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 (eg motels and hotels).

Construction Noise and Vibration Management Plan

28. The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) to identify how conditions 26 to 27 will be met prior to Project Works commencing. The CNVMP shall be prepared by a Suitably Qualified and Experienced Person and shall identify the Best Practicable Option for management and mitigation of all construction noise and vibration, including where full compliance with the criteria in conditions 26 to 27 cannot practicably be achieved. The CNVMP shall, at a minimum, include the information required by NZS 6803, Annex E2. The term 'noise' in that document shall be interpreted as 'noise and vibration'.

29. If during Project Works noise and vibration levels from Project Works are measured or predicted to exceed the noise criteria in condition 26 or the Category A vibration criteria in

condition 27, then a Suitably Qualified and Experienced Person shall be engaged to identify specific Best Practicable Option measures to enable compliance with the criteria as far as practicable. The measures shall be added as a schedule to the CNVMP, implemented by the Requiring Authority for the duration of the relevant works, and provided to the Manager for information within five Days before the specific construction activity is undertaken, where practicable.

30. If during Project Works vibration levels from Project Works are measured or predicted to exceed the Category B criteria in condition 27, then the relevant works shall not commence until a Suitably Qualified and Experienced Person has monitored the vibration levels at those affected buildings and identified specific Best Practicable Option measures to manage the vibration. Vibration monitoring shall continue throughout those works. The measures shall be added as a schedule to the CNVMP, implemented by the Requiring Authority for the duration of the relevant works, and provided to the Manager for information within five Days before the specific construction activity is undertaken, where practicable.

Construction Traffic

General construction traffic management

31. Kraack Road shall not be used as a haulage route for Heavy Vehicles between State Highway 1 and Saunders Road.
32. Construction Works shall be managed to enable pedestrian access along Te Araroa Walkway where feasible and practicable to do so and the health and safety of users can be maintained.
33. Any damage to a local road at a construction site access point, which is verified by a Suitably Qualified and Experienced Person as being directly attributable to Heavy Vehicles entering or exiting the construction site at that location, shall be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken in accordance with the Auckland Transport Code of Practice.

Construction Traffic Management Plan

34. The Requiring Authority shall manage construction traffic and construction parking to:
 - a. Protect public safety including the safe passage of pedestrians and cyclists;
 - b. Minimise delays to road users, particularly during peak traffic periods;
 - c. Minimise interruption to property access; and
 - d. Inform the public about any potential impacts on the road network.
35. The Requiring Authority shall prepare a Construction Traffic Management Plan (CTMP) for the Project to identify how condition 34 will be met prior to the start of Construction Works. The CTMP shall be prepared by a Suitably Qualified and Experienced Person and shall include the following:
 - a. Methods that will be undertaken to communicate traffic management measures to affected road users (residents/public/stakeholders/emergency services);
 - b. Identification of traffic management activities and sequencing proposed for the Project, including a staff travel plan, site access routes and site access points for Heavy Vehicles;

- c. Methods for managing traffic effects, including through temporary traffic management activities (TTM); including:
 - i. Methods to provide for safe and efficient access of construction vehicles to and from construction sites, including consideration of capacity for queuing vehicles, restrictions on turning movements and sight distances;
 - ii. Methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
 - iii. Methods to minimise the effects of TTM activities on traffic;
 - iv. Methods to maintain local access during Project Works, where practicable, in particular during the realignment of or connection to local roads;
 - v. Methods to maintain access, turnaround locations and set down areas for bus routes (including school buses) where practicable;
 - vi. Methods for temporary road closures, with road closures to be carried out at times of lowest traffic, at night if practicable;
 - vii. Methods to identify how impacts on the road network from construction related light vehicle movements will be managed during peak traffic periods; and
 - viii. Methods to identify how impacts from construction related Heavy Vehicle movements on traffic flow and level of service of the road network will be managed; and
 - d. Auditing, monitoring and reporting requirements relating to TTM activities in accordance with the requirements of NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM).
36. The Suitably Qualified and Experienced Person shall prepare the CTMP based on traffic volumes and movements, and the transport network that is in place immediately prior to the start of Construction Works and shall take into account any other transport works that are planned to occur during the Construction Works.
37. In preparing the CTMP, the Requiring Authority shall consult with Auckland Transport, and the owner of the commercial plantation forest (Mahurangi Forest) located west of SH1 with respect to access and traffic management activities which directly interface with forestry operations. If the Requiring Authority has not received any written comment from Auckland Transport or the owner of the Mahurangi Forest within 20 Days of providing the CTMP to them, the Requiring Authority may consider the relevant party has no comments.

Site Specific Traffic Management Plans

38. The Requiring Authority shall prepare a Site Specific Traffic Management Plan (SSTMP) or Plans where any Project construction activity varies the normal traffic conditions of any public road prior to using that road prior to start of the relevant Construction Works. The purpose of the SSTMP(s) is to identify specific construction methods to comply with the CTMP and to address the particular circumstances, local traffic and community travel demands within the area covered by the SSTMP.
39. The SSTMP(s) shall be prepared by a Suitably Qualified and Experienced Person and shall comply with the version of COPTTM which applies at the time the relevant SSTMP is prepared.

Where it is not possible to adhere to this Code, the Requiring Authority shall apply COPTTM's prescribed Engineering Exception Decision (EED) process.

40. In preparing the SSTMP, the Requiring Authority shall consult with Auckland Transport where the Project construction activity interfaces with the local road network. If the Requiring Authority has not received any comment from Auckland Transport within 20 Days of providing the SSTMP to them, the Requiring Authority may consider Auckland Transport has no comments.

Enabling Works Construction Traffic Management Plan

41. Where Enabling Works are to be undertaken, the Requiring Authority shall prepare an activity specific Enabling Works Construction Traffic Management Plan (EWCTMP) prior to the start of the relevant enabling works. The information contained in an EWCTMP shall provide a similar scope of information as for a CTMP but shall be commensurate with the scale and effects of the proposed enabling works.
42. In preparing the EWCTMP, the Requiring Authority shall consult with Auckland Transport where the Project construction activity interfaces with the local road network. If the Requiring Authority has not received any comment from Auckland Transport within 20 Days of providing the CTMP to them, the Requiring Authority may consider Auckland Transport has no comments.

Urban and Landscape Design

Urban and Landscape Design Framework

43. The Requiring Authority shall prepare an Urban and Landscape Design Framework (ULDF) prior to the start of Construction Works. The purpose of the ULDF is to:
 - a. Set the framework for integration of the permanent Project Works into the surrounding landscape and topography, and built environment, having regard to the local landscape and character and contexts along the Project route;
 - b. inform development of the Urban and Landscape Design Management Plan(s) (ULDMP(s)); and
 - c. support the achievement of the Ecological Outcomes in condition 54, through combining landscape planting, restoration planting and habitat rehabilitation where practicable.
44. The ULDF shall be prepared by a Suitably Qualified and Experienced Person having regard to the:
 - a. Planning Version ULDF (2019) (submitted with the Notice of Requirement);
 - b. NZ Transport Agency Bridging the Gap NZTA Urban Design Guidelines (2013), or any subsequent version;
 - c. NZ Transport Agency Landscape Guidelines (final draft dated 2014), or any subsequent version, and the NZ Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013), or any subsequent version;
 - d. the ULDF for Ara Tūhono Puhoi to Warkworth section of SH1;
 - e. Te Aranga Principles, Auckland Design Manual (2013), or any subsequent version;
 - f. cultural indicators identified in condition 16(f); and

- g. the Ecological Outcomes in condition 54 and the SECP required in condition 77 of the resource consent condition.
45. The ULDF shall:
- a. Confirm the overall Key Design Principles and Sector Outcomes for the Project, as set out in the descriptions of those principles and outcomes in the Planning Version of the ULDF;
 - b. Identify individual urban and landscape design sectors within the Project area;
 - c. Identify highly sensitive locations requiring particular urban and landscape design treatment; and
 - d. Identify opportunities to integrate landscape planting under a ULDMP with restoration planting and habitat rehabilitation or other planting required for the Project.
46. The Requiring Authority shall prepare the ULDF in collaboration with Mana Whenua and in consultation with:
- a. Auckland Council;
 - b. Rodney Local Board;
 - c. Auckland Transport for areas within and adjoining local roads; and
 - d. HNZPT for areas next to identified heritage sites.
47. The Requiring Authority shall include a summary of the consultation undertaken and shall document how input from the parties listed above has or has not been incorporated in the ULDF or supporting information. If the Requiring Authority has not received any comment from such parties within 20 Days of providing the ULDF to them, the Requiring Authority may consider the relevant party has no comment.

Urban and Landscape Design Management Plan(s)

48. The Requiring Authority shall prepare an Urban and Landscape Design Management Plan (ULDMP) for each individual urban and landscape design sector within the Project area prior to the start of Construction Works within each sector. The purpose of the ULDMP(s) is to identify how for the relevant sector:
- a. the Key Design Principles and Sector Outcomes identified in the ULDF will be met by the permanent Project Works;
 - b. the landscape and visual requirements (conditions 49 to 50) have been incorporated; and
 - c. landscape planting is to be integrated with restoration planting and habitat rehabilitation or other planting required for the Project.
49. The ULDMP(s) shall be prepared by a Suitably Qualified and Experienced Person and shall include the following details for the sector to which the plan applies:
- a. A plan describing and illustrating the overall landscape and urban design concept and rationale.
 - b. Detailed design drawings of the landscape and urban design features, including the following:
 - i. Road design including elements such as earthworks contouring including cut and fill batters to integrate with adjacent landform, benching (to be avoided if practicable), treatment of rock cuts, and spoil disposal sites; median width and treatment; borrow pits/areas; roadside width and treatment.

- ii. Appropriate surface treatment of cut slopes such as grassing, revegetation or leaving an exposed rock face.
- iii. Roadside elements including elements such as lighting, sign gantries and signage, guard rails, fences, central and median barriers etc.
- iv. Urban design and landscape treatment of:
 - a. all major structures, including viaducts, bridges and associated infrastructure, retaining walls, ancillary buildings
 - b. any Structural Mitigation required by condition 90;
 - c. roadside furniture, such as lighting, sign gantries and signage, guard rails, fences and median barriers; and
 - d. hardscape material, (e.g. rock rip rap, sealed shoulders, kerbs, roundabouts) and interchanges.
- v. Land use re-instatement.
- vi. Landscape treatment/rehabilitation of construction yards and haul roads following completion of construction.
- vii. The integration of landscape planting with restoration planting and habitat rehabilitation or other planting required for the Project (including by resource consent conditions) where applicable, as further specified by condition 50.
- viii. Landscape design input to the form of stormwater ponds and swales to assist with landscape integration.
- ix. Pedestrian and cycle facilities including paths along local roads where these facilities are directly affected by Project Works.
- x. Features (such as interpretive signage) for identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology.
- xi. Noise attenuation, and structures, walking and cycling facilities (including bridges, underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations.
- xii. The design of the tunnel portals, which shall be integrated with the adjacent landform through the use of sloping portal structures and revegetation works. Any ancillary structures associated with the tunnels shall be located and designed so they are recessive in form and colour.
- xiii. Context-sensitive landscape design and planting at Interchanges to create a local gateway, wayfinding and promote a sense of place that reflects the destination accessed via the interchange.
- xiv. New planting, where practicable, to provide visual screening of the permanent Project Works from dwellings with direct line of sight to the Project.
- xv. Design and landscape features to acknowledge cultural values relating to landscape design identified through condition 16(f) and the recommendations of the Cultural Artworks Plan (if prepared), where feasible and practicable to do so.
- c. Environmental design measures to support crime prevention (CPTED or superseding industry standard) principles.

50. The ULDMP(s) shall include the following planting and vegetation management details:
- a. Planting design details, including:
 - i. Identification of vegetation to be retained.
 - ii. Proposed planting suitable to site conditions including plant species (including consideration of native bird food sources), mixes (canopy succession species), spacing/densities and sizes (at the time of planting), and layout and planting methods including trials. A minimum 1% of planting shall be of Threatened Species.
 - iii. Details of the sourcing of native plants including genetic sourcing of native plants from the Rodney Ecological District.
 - iv. Retention of existing shelter belts and indigenous trees within the Designation, where practicable, to screen direct line of sight of the permanent Project Works from adjacent properties.
 - b. A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of the Project.
 - c. Detailed specifications relating to the following:
 - i. Weed control and clearance;
 - ii. Pest animal management;
 - iii. Ground preparation (top soiling and decompaction);
 - iv. Mulching; and
 - v. Plant sourcing and planting, including hydroseeding and grassing.
 - d. The relevant requirements of the NZ Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013), or any subsequent version, and performance standards including a five-year maintenance plan/schedule that requires any unsuccessful planting to be replaced within that five-year period unless canopy closure is achieved as determined by a Suitably Qualified and Experienced Person.

Landscape and visual requirements – construction activities

51. Construction yards shall be designed and located to minimise their visibility from occupied dwellings located within 200 m of the construction yard which have views from the dwelling to the construction yard.
52. Temporary haul roads and access roads shall be rehabilitated as soon as reasonably practicable following completion of construction.

Compliance with the Electricity (Hazards from Trees) Regulations 2003

53. Areas of landscape planting (trees and vegetation) shall be designed to enable compliance with the Electricity (Hazards from Trees) Regulations 2003. Any new landscaping within 12m of the centre line of the HEN-MPE-A transmission line conductors shall be limited to species that grow to a maximum of 2m in height at full maturity.

Ecology

Ecological Outcomes

54. In designing and managing the construction of the Project, the Requiring Authority shall achieve the following:
- a. Limit encroachment of Project Works into Ecological Sites where practicable to do so, and otherwise minimise impacts on such areas;
 - b. Protect Fauna and Avifauna from harm or mortality resulting from the Project, as far as practicable through adopting best practice capture and relocation protocols; and
 - c. Restore, maintain or enhance ecology affected by the Project by designing and implementing restoration planting and habitat rehabilitation to:
 - i. Connect and enhance existing natural ecosystems;
 - ii. Establish ecological connectivity between the Mahurangi River (left branch) catchment and the Upper Kourawhero Stream catchment; and
 - iii. Enhance Fauna and Avifauna habitat within the Mitigation Sites, the Fauna habitat and flyway mitigation area and other planting areas.
- collectively referred to as the “Ecological Outcomes”.

55. The Requiring Authority shall prepare an Ecology Management Plan to identify how the Ecological Outcomes will be met prior to the start of Project Works. The Plan shall be prepared by a Suitably Qualified and Experienced Person and shall include the following topic sections:

Ecological Outcomes

- a. A general statement as to how the Project design and management of the construction of the Project will achieve the Ecological Outcomes.

Ecological Sites

- b. Recommended measures to be adopted to limit encroachment of Project Works into Ecological Sites including:
 - i. The steps taken to reduce the footprint of Project Works in such areas and documenting the reasons where it is not practicable to do so; and
 - ii. Measures to fence off or otherwise clearly demarcate such areas during Project Works to protect those sites from accidental damage during Project Works.

Fauna habitat and flyway mitigation area

- c. The location and measures for the Fauna habitat and flyway mitigation area under conditions 58-61.

Restoration planting and habitat rehabilitation

- d. The locations and measures for restoration planting and habitat rehabilitation under conditions 62-65.

Fauna relocation protocols and sites

- e. The locations and measures for Fauna and Avifauna relocation under conditions 66-75.

56. The Suitably Qualified and Experienced Person shall prepare the Ecology Management Plan having regard to the following documents (or subsequent versions):
- NZ Transport Agency Research report 224: Environmental protection measures on NZ state highway roading projects Volume 1: Reference guide to past practice; and
 - NZ Transport Agency Research report 225: Environmental protection measures on NZ state highway roading projects Volume 2: Key issues & observations from the study.

57. In preparing the EMP and the relevant topic sections, the Requiring Authority shall consult with:

- Mana Whenua;
- Auckland Council;
- Department of Conservation; and
- The owner of the commercial plantation forest (Mahurangi Forest) located west of SH1, with respect to ecological management activities which directly interface with forestry operations.

If the Requiring Authority has not received any comment from such parties within 20 Days of providing the EMP to them, the Requiring Authority may consider the relevant party has no comment.

Fauna habitat and flyway mitigation area

58. At least 6 months prior to the start of Construction Works the Requiring Authority shall provide a Fauna habitat and flyway mitigation area at the area identified on Map 13 if, in the opinion of a Suitably Qualified and Experienced Person, the area is able to achieve the following outcomes:
- Provides a suitable location for the relocation of some or all Fauna captured and relocated under conditions 66-75;
 - Maintains an east-west link across the Designation to allow for the movement of Fauna and dispersal of seeds;
 - Maintains a flyway for Avifauna and long-tailed bats to move across and along the Designation; and
 - Contains mature vegetation suitable for long-tailed bat roosts and bat and Avifauna breeding sites;
- referred to as the “Fauna habitat and flyway mitigation area outcomes”.

59. If, in the opinion of a Suitably Qualified and Experienced Person, the area identified on Map 13 will not achieve the Fauna habitat and flyway mitigation area outcomes an alternative area(s) for mitigation shall be identified by a Suitably Qualified and Experienced Person within the Designation that will achieve those outcomes.

60. The Requiring Authority shall fence off (or otherwise clearly demarcated) the Fauna habitat and flyway mitigation area during Project Works from accidental damage during adjacent construction activities, apart from access for pest animal and pest plant management and restoration planting and habitat rehabilitation works.

61. The Requiring Authority shall include the location and measures for the Fauna habitat and flyway mitigation area in a topic section in the EMP.

Restoration planting and habitat rehabilitation

62. The Requiring Authority shall undertake restoration planting and habitat rehabilitation to mitigate the effects of Project Works on areas of Ecological Value using the following replanting ratios as calculated by a Suitably Qualified and Experienced Person:
- a. Ecological Site including Wetlands, mitigation shall be provided at a ratio of 6:1 of the area of impact;
 - b. Other sites of High to Very High Ecological Value, mitigation shall be provided at a ratio of 6:1 of the area of impact; and
 - c. For other areas of Ecological Value, mitigation shall be provided at a ratio of 3:1 of the area of impact.
63. The Requiring Authority shall provide the restoration planting and habitat rehabilitation at:
- a. Mitigation Sites;
 - b. The Fauna habitat and flyway mitigation area;
 - c. Fauna or Avifauna relocation sites established under conditions 67, 69, 71 and 73; and
 - d. Other sites recommended by a Suitably Qualified and Experienced Person where there is insufficient area in areas (a)-(c) for the required restoration planting and habitat rehabilitation.
64. The Requiring Authority shall instruct a Suitably Qualified and Experienced Person to prepare a topic section to be included in the EMP describing and illustrating the proposed restoration planting and habitat restoration, that includes:
- a. The calculations and related evidence for the replanting ratios from condition 62;
 - b. The locations for the restoration planting and habitat restoration;
 - c. A statement as to how the restoration planting and habitat restoration will achieve the Ecological Outcome at condition 54(c);
 - d. A planting schedule containing a mix of native plants including genetic sourcing of native plants from the Rodney Ecological District;
 - e. Methods to ensure restoration planting and habitat rehabilitation is resilient and self-sustaining; and
 - f. Proposed pest animal and pest plant management of restoration planting and habitat rehabilitation areas, including:
 - i. Timing and implementation;
 - ii. Methods for survey and monitoring to establish presence and abundance of pest animals and pest plants;
 - iii. Pest control methods;
 - iv. Performance monitoring;
 - v. Maintenance periods.
 - g. A statement as to how any landscape planting to be established through a ULDMP or other Project planting has been integrated;
 - h. A statement as to how cultural values relating to restoration planting and habitat restoration identified through condition 16(f), have been acknowledged where feasible and practicable to do so.

65. The Requiring Authority shall complete the restoration planting and habitat rehabilitation in accordance with the ULDMP's by no later than 5 years from the date of the Project becoming operational or as otherwise specified in these conditions.

Long-tailed bats

66. The Requiring Authority shall engage a Suitably Qualified and Experienced Person to conduct long-tailed bat habitat and presence surveys within the Designation in the period of September-October immediately before construction of Project Works in areas where long-tailed bat may be impacted by Project Works.
67. In the event that the surveys confirm long-tailed bat habitat or presence, the Requiring Authoring shall:
- a. Instruct a Suitably Qualified and Experienced Person to undertake surveys of the relevant areas prior to Project Works to identify Active Roost Sites that may be affected by Project Works and to recommend vegetation clearance methods that will avoid injury or mortality of bats associated with Project Works around Active Roost Sites;
 - b. Instruct a Suitably Qualified and Experienced Person to recommend methods to mitigate Project effects on long-tailed bat habitat through maintaining or enhancing long-tailed bat roost habitat and flyways in the Designation, having regard to Appendix D: Bat management framework for linear transport infrastructure projects of the Transport Agency research report 623 (Smith et al., 2017) or other best practice guide; and
 - c. Provide a report on the surveys undertaken and the results and the Suitably Qualified and Experienced Person's recommendations in the relevant topic section of the EMP.

Avifauna

68. The Requiring Authority shall engage a Suitably Qualified and Experienced Person to conduct Avifauna habitat and presence surveys within the Designation prior to the start of Project Works in areas that may be impacted by Project Works. The Suitably Qualified and Experienced Person shall, in particular, survey wetland bird species (including banded rail, fernbird, Australasian bittern, marsh crake and spotless crake) in Wetlands WN_W_Koura_02 and WN_W_Koura_05 (refer Map 18) at the beginning of the bird breeding season prior to Project Works commencing in those locations.
69. In the event that the surveys confirm Avifauna habitat or presence, the Requiring Authoring shall;
- a. Not undertake vegetation clearance of the relevant areas (excluding clearance of pasture) during breeding season, September to December inclusive of any year, unless a Suitably Qualified and Experienced Person confirms there are no nesting Avifauna likely to be impacted by Project Works;
 - b. In relation to wetland bird species (including banded rail, fernbird, Australasian bittern, marsh crake and spotless crake) in wetlands WN_W_Koura_02 and WN_W_Koura_05 (refer Map 18) instruct a Suitably Qualified and Experienced Person to identify and implement best practice methods to capture and relocate these species prior to commencement of Project Works; and
 - c. provide a report on the surveys undertaken and the results and the Suitably Qualified and Experienced Person's recommendations in the relevant topic section of the EMP.

Advice Note: capture and relocation of Avifauna will be carried out in accordance with a Wildlife Act Authority.

Land snails, copper skinks, forest geckos

70. The Requiring Authority shall engage a Suitably Qualified and Experienced Person to conduct habitat and presence surveys within the Designation prior to the start of Project Works in areas that may be impacted by Project Works for the following species:
- a. land snail (*Amborhytida dunni*);
 - b. other land snails [lan to confirm]
 - c. copper skink; and
 - d. forest gecko.
71. In the event that the surveys confirm the presence of any such species, the Requiring Authority shall:
- a. instruct a Suitably Qualified and Experienced Person to recommend best practice methods to capture and relocate the species to the Fauna habitat and flyway mitigation area or other suitable site, provided the site has been subject to predator control measures for at least six (6) months prior to the first transfer and will receive ongoing predator control for three years after the last transfer;
 - b. undertake capture and relocation under the supervision of a Suitably Qualified and Experienced Person;
 - c. where practicable, relocate land snails (*Amborhytida dunni*) along with their leaf-litter habitat;
 - d. Not relocate land snails captured within 30 metres of any kauri to a site within 30 metres of another kauri; and
 - e. Provide a report on the surveys undertaken and the results and the Suitably Qualified and Experienced Person's recommendations in the relevant topic section of the EMP.

Advice Note: land snail, copper skink and forest gecko capture and relocation will be carried out in accordance with a Wildlife Act Authority.

Hochstetter's frogs

72. The Requiring Authority shall engage a Suitably Qualified and Experienced Person to conduct habitat and presence surveys within the Designation prior to the start of Project Works in all waterways where suitable Hochstetter's frog (*Leiopelma aff. Hochstetteri*) habitat exists and may be impacted by Project Works.
73. In the event that the surveys confirm the presence of Hochstetter's frogs, the Requiring Authority shall:
- a. instruct a Suitably Qualified and Experienced Person to recommend best practice methods to capture and relocate frogs to a suitable site, including by:
 - i. applying the Department of Conservation document "Native frog hygiene and handling protocols" (DOCDM-214757) or any subsequent revision to reduce the potential for pathogen transmission and infection;
 - ii. using destructive searches during frog capture; and

- iii. setting out post-release monitoring protocols to evaluate the success of the relocations and any further steps required to maintain and enhance the relocated populations; and
- b. consult with the Local Area Manager, Department of Conservation regarding the Suitably Qualified and Experienced Person's recommendations for capture and relocation of frogs;
- c. undertake capture and relocation under the supervision of a Suitably Qualified and Experienced Person;
- d. instruct a Suitably Qualified and Experienced Person to recommend methods to maintain or enhance Hochstetter's frog habitats within the Designation, including but not limited to measures to reduce stream sedimentation and pest animal control; and
- e. Provide a report on the surveys undertaken and the results and the Suitably Qualified and Experienced Person's recommendations in the relevant topic section of the EMP.

Advice Note: Hochstetter's frog capture and relocation will be carried out in accordance with a Wildlife Act Authority.

Reporting on salvage and relocation

74. The Requiring Authority shall report the results of capture and relocation programmes for Fauna and Avifauna to the Manager following implementation, including:
- a. Location of any species salvaged;
 - b. Species types and numbers salvaged;
 - c. Where salvaged species have been relocated to;
 - d. Timing of salvage and relocations; and
 - e. Pest animal and pest plant management implemented, if any.

At Risk or Threatened flora and fauna discovery protocol

75. In the event that a Suitably Qualified and Experienced Person discovers any At Risk or Threatened flora and fauna (as defined in the current version of the New Zealand Threat Classification System) within the Designation that is not covered by conditions 62-73, the Requiring Authority shall immediately notify the Local Area Manager, Department of Conservation. The Requiring Authority shall have regard to any advice provided by the Department of Conservation in determining the appropriate course of action to be undertaken with respect to the discovered flora or fauna (eg further surveys and/or capture and relocation).

Advice Note: The Requiring Authority will comply with all relevant provisions of the Wildlife Act 1953.

Biosecurity Plan

76. Prior to Construction Works commencing, the Requiring Authority shall prepare, in consultation with the Local Area Manager, Department of Conservation a Biosecurity Plan. The kauri management aspects of the plan shall apply to all areas in the Designation within 3 times the radius of the canopy drip line of any New Zealand kauri. The purpose of the Biosecurity Plan is to set out the procedures to be used to prevent the introduction and/or spread of kauri dieback disease, and other biosecurity hazards such as Myrtle rust and plague skink.

77. The Biosecurity Plan shall be prepared by a Suitably Qualified and Experienced Person to meet the purpose in Condition 76 and, as a minimum, shall:
- a. be consistent with “Hygiene Procedures for Kauri Dieback” and “Procedures for Tree Removal and Pruning” published by the Ministry for Primary Industries Kauri Dieback Management Programme, or any subsequent revision which can be found at www.kauridieback.co.nz or copies can be obtained from Auckland Council;
 - b. contain best practice biosecurity protocols to respond to any other identified biosecurity risk (e.g. Myrtle Rust) where required to do so by legislation; and
 - c. contain methods for updating the Biosecurity Plan in the event of significant changes in scientific knowledge relating to the effective management of kauri dieback or other biosecurity risks that occur after the plan is approved.

Heritage and Archaeology

78. The Requiring Authority shall design and implement the Project Works to achieve the following Heritage Outcomes:
- a. Avoid adverse effects on heritage and archaeological sites as far as practicable;
 - b. Where avoidance of adverse effects is not practicable, minimise adverse effects on heritage and archaeological sites as far as practicable;
 - c. Record all pre-1900 heritage and archaeological sites within the Designation; and
 - d. Record all post-1900 heritage sites within the Designation.

Heritage and Archaeology Management Plan

79. The Requiring Authority shall prepare a Heritage and Archaeology Management Plan (HAMP) prior to the start of Project Works, in consultation with HNZPT, Auckland Council and Mana Whenua. The purpose of the HAMP is to identify methods to be adopted to achieve the Heritage Outcomes.
80. The HAMP shall be consistent with the requirements of any Archaeological Authority granted by HNZPT for the Project and where there is any inconsistency the terms of the Authority shall prevail.
81. The HAMP shall be prepared by a Suitably Qualified and Experienced Person and shall identify:
- a. Methods for the identification and assessment of potential heritage place and archaeological sites within the Designation to inform detailed design;
 - b. Known heritage places and archaeological sites and potential archaeological sites within the Designation;
 - c. Any pre-1900 archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - d. Any post-1900 heritage sites within the Designation to be documented and recorded;
 - e. Roles, responsibilities and contact details of Project personnel, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project Works, Accidental Discovery Protocols, and monitoring of conditions;
 - f. Specific areas to be investigated, monitored and recorded to the extent these are directly affected by Project Works;

- g. The proposed methodology for investigating and recording post-1900 heritage sites (including buildings) that need to be demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the preferred methodology, in accordance with the HNZPT guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures (4 July 2014), or any subsequent version;
- h. Methods to acknowledge cultural values identified through condition 16(f) where archaeological sites also involve Ngā Taonga Tuku Iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- i. Methods for protecting or minimising adverse effects on heritage and archaeological sites within the Designation during Project Works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); and
- j. Training requirements for contractors and subcontractors on heritage and archaeological sites within the Designation, legal requirements relating to accidental discoveries, and implementing the Accidental Discovery Protocol. The training shall be undertaken under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under condition 16(f) and shall include a pre-construction briefing to contractors.

Accidental discovery during construction

82. Prior to the start of Project Works, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Project Works.
83. The Accidental Discovery Protocol shall be consistent with the NZ Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.
84. The Accidental Discovery Protocol shall be prepared in collaboration with Mana Whenua and consultation with HNZPT and modified as necessary to reflect the site-specific Project detail. Collaboration and consultation shall be undertaken with best endeavours by all parties and concluded within 30 Days.
85. The Accidental Discovery Protocol shall be implemented throughout the Project Works except in circumstances where an Archaeological Authority has been granted by HNZPT for the Project in which case the accidental discovery requirements of the Archaeological Authority shall prevail.

Air quality

86. The Requiring Authority shall avoid, as far as practicable, objectionable or offensive odour, dust and fumes arising from construction activities beyond the boundary of the Designation impacting on HSRs.
87. The Requiring Authority shall prepare a Construction Air Quality Management Plan (CAQMP) to outline the measures to be adopted to meet Conditions 86. The CAQMP shall be prepared by a Suitably Qualified and Experienced Person and shall include:
- a. A description of the works, and periods of time when emissions of odour, dust or fumes might arise from Construction Works;
 - b. Identification of HSRs that may be adversely affected by emissions of odour, dust or fumes from Construction Works;
 - c. Methods for mitigating dust that may arise from:
 - i. exposed surfaces, vehicle movements and truck loads, potentially including watering for dust suppression, wind fencing, metalling of yards and access roads, minimising open earthwork areas, re-vegetation, controlling vehicle speeds, covering or dampening loads and limiting drop heights, limiting earthworks during high winds.
 - ii. dust trackout from construction site exits onto sealed roads, potentially including the use of vacuum sweeping, water sprays or wheel washes for trucks;
 - iii. construction traffic on unsealed roads, potentially including sealing sections of road where construction traffic is close to HSRs; and
 - iv. mineral extraction and rock crushing, potentially including minimum setbacks from HSRs where necessary, emissions control equipment (e.g. enclosure and/or water sprays at transfer points), and monitoring of weather conditions and visual inspections; and
 - d. Methods for maintaining and operating construction equipment and vehicles to manage visual emissions of smoke from exhaust tailpipes;
 - e. Methods for undertaking and reporting on the results of daily inspections of Construction Works that might give rise to odour, dust or fumes;
 - f. Methods for monitoring and reporting on the state of air quality during Construction Works, including wind speed, wind direction, air temperature and rainfall;
 - g. Methods to remediate objectionable and/or offensive dust deposits from Construction Works on HSRs, potentially including cleaning exterior surfaces of houses or driveways and/or cleaning of water tanks and replenishment of water supplies.
 - h. Procedures for maintaining contact with stakeholders and notifying of proposed construction activities, with reference to the SCMP, including complaints procedures;
 - i. Construction operator training procedures; and
 - j. Contact details of the site supervisor or Project manager and the Project Liaison Person (telephone number and email or other contact address).
88. When preparing the CAQMP the Suitably Qualified and Experienced Person shall have regard to the guidance contained in the Good Practice Guide for Assessing and Managing Dust, Ministry for Environment, 2016 and the NZ Transport Agency Guide to assessing air quality impacts from state highway projects (version 2.3, October 2019), or any subsequent version.

MAINTENANCE AND OPERATIONAL CONDITIONS

Operational Noise

Noise Criteria Categories

89. The Requiring Authority shall design and construct the Project to ensure that the operational State highway achieves the predicted Noise Criteria Categories identified in Table 2 at each of the identified PPFs as far as practicable adopting the Best Practicable Option. Achievement of the Noise Criteria Categories 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.

Table 2: Identified PPFs

Address	Noise Criteria Category	New or Altered Category (as per NZS 6806)
83 Valerie Close	A	New
74 Wyllie Road	A	New
12 Wyllie Road	A	New
2 Wyllie Road	A	New
2 - 2 Wyllie Road	A	New
371 Woodcocks Road	A	New
372 Woodcocks Road	B	New
79 J Viv Davie Martin Drive	A	New
79 B Viv Davie Martin Drive	A	New
79 K Viv Davie Martin Drive	A	New
78 B Viv Davie Martin Drive	A	New
79 A Viv Davie Martin Drive	A	New
78 B Viv Davie Martin Drive	A	New
78 A Viv Davie Martin Drive	A	New
78 Viv Davie Martin Drive	A	New
115 Kaipara Flats Road	A	New
115 - 2 Kaipara Flats Road	A	New
130 Kaipara Flats Road	B	New
131 Kaipara Flats Road	A	New
211 Kaipara Flats Road	A	New
214 Kaipara Flats Road	A	New
215 Kaipara Flats Road	B	New
91 SH1, Warkworth	A	Altered
27 SH-1, Warkworth	A	Altered
63 SH-1, Warkworth	A	Altered
42 SH-1, Warkworth	A	Altered
39 Phillips Road	A	New
105 SH1, Warkworth	A	Altered
102 SH-1, Warkworth	A	Altered
104 SH1, Warkworth	A	Altered

Address	Noise Criteria Category	New or Altered Category (as per NZS 6806)
6 Kaipara Flats Road	A	Altered
161 Kraack Road	A	New
145 Kraack Road	A	New
127 Kraack Road	A	New
696a SH-1, Dome Forest	A	Altered
696b SH-1, Dome Forest	A	Altered
1232A SH-1, Wayby Valley	A	Altered
25 Wayby Station Road	A	Altered
49(a) Wayby Station Road	A	Altered
4 Wayby Station Road	A	Altered
44 Wayby Station Road	A	Altered
177 Rustybrook Road	A	New
351 Wayby Valley Road	A	New
64 Whangaripo Valley Road	A	New
96 Whangaripo Valley Road	A	New
40 Borrowes Road	A	New
47 Borrowes Road	A	New
213 Whangaripo Valley Road	A	New
263 Worthington Road	A	New
250 Silver Hill Road	A	New
263 Silver Hill Road	A	New
273 Silver Hill Road	A	New
332 Silver Hill Road	A	New
344 Silver Hill Road	A	New
469 SH-1, Te Hana	A	Altered
490 SH-1, Wellsford	A	Altered
10 Charis Lane	A	Altered
13 Charis Lane	A	Altered
8 Charis Lane	A	Altered
7 Charis Lane	A	Altered
9 Charis Lane	A	Altered
6 Charis Lane	A	Altered
542 SH-1, Topuni	A	Altered
557 SH-1, Wellsford	A	Altered
139 Vipond Road	A	Altered
129 Vipond Road	A	Altered
575 SH-1, Topuni	B	New
28 Waimanu Road	A	Altered
641 SH-1, Wellsford	A	Altered
705 SH-1, Wellsford	C	Altered
704 SH-1, Wellsford	C	Altered
17 Maeneene Road	A	Altered

Address	Noise Criteria Category	New or Altered Category (as per NZS 6806)
45 Maeneene Road	A	Altered
33 Maeneene Road	A	Altered
18 Maeneene Road	A	Altered
35 Vipond Road	B	New
17 Vipond Road	A	New

Implementation of noise mitigation

90. The Requiring Authority shall implement all Structural Mitigation or other noise mitigation identified in the Noise Mitigation Plan prior to the Project becoming operational, except for the road surfaces identified in condition 91.
91. The Requiring Authority shall use Porous Asphalt, or another road surface with equivalent or better low-noise generating characteristics, from where the Project connects with the Ara Tūhono Puhoi to Warkworth section of SH1 to the southern portal of the tunnels, and from Dibble Road (a forestry road) to the northern tie-in with the existing SH1 north of Maeneene Road. Such a surface shall be implemented within 12 months following the Project being officially opened to general public traffic.

Building-Modification Mitigation

92. Prior to the start of Construction Works, a Suitably Qualified and Experienced Person shall identify:
- Category B PPFs where the predicted sound level increases by more than 3dB as a result of road-traffic noise from the operational Project (calculated from the NZS 6806 “do-nothing” level to the level with all detailed design Structural Mitigation); and
 - Category C PPFs, following implementation of all detailed design Structural Mitigation.

Building Modification

93. The Requiring Authority shall apply the Building Modification conditions 94 to 98 for any PPF that is predicted under condition 89 to be:
- Category B in the Noise Criteria Categories and the change in noise from the operational road is predicted to be more than 3dB compared to the situation without the Project (calculated from the NZS 6806 “do-nothing” level); or
 - Category C in the Noise Criteria Categories.
94. If the owner(s) of the PPF agree to entry within 12 months of the date of the request for entry, the Requiring Authority shall engage a Suitably Qualified and Experienced Person to visit the building and assess the noise reduction performance of the existing building envelope.

95. If the Requiring Authority cannot meet the requirements of Conditions 90 because:
- The building owner(s) agreed to entry, but entry was not attainable by the Requiring Authority (e.g. entry denied by a tenant); or
 - The building owner(s) did not agree to entry within 12 months of the date of the request for entry (including where the owner did not respond within that period); or
 - The building owner(s) cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

The Requiring Authority will be deemed to have complied with those conditions and the Requiring Authority shall not be required to implement Building-Modification Mitigation to that building.

96. Within six months of an assessment of a PPF being undertaken in accordance with Condition 92, the Requiring Authority shall give the owner(s) of each PPF written notice advising:
- If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside Habitable Spaces when windows are open 100mm for ventilation; and
 - The options available for Building-Modification Mitigation, if required; and
 - That the owner has three months to decide whether to accept Building-Modification Mitigation and to advise which option for Building-Modification Mitigation the owner(s) prefers (if more than one option is available).

97. The Requiring Authority shall implement the Building-Modification Mitigation agreed in accordance with Condition 94, in a reasonable timeframe agreed with the owner.

98. If the Requiring Authority cannot meet the requirements of conditions 94 and 95 because:
- An alternative agreement for mitigation was reached with the building owner(s); or
 - The building owner(s) did not accept the offer to implement Building-Modification Mitigation within three months of the date of the written notice being sent (including where the owner did not respond within that period); or
 - The building owner(s) cannot, after reasonable enquiry, be found prior to completion of construction of the Project;
- then the Requiring Authority will be deemed to have complied with those conditions.

Noise Mitigation Plan

99. Prior to the Project becoming operational, the Requiring Authority shall prepare, a Noise Mitigation Plan (NMP) in accordance with the NZ Transport Agency P40 Noise Specification 2014, or any subsequent version and provide it to the Manager for information
100. Within 12 months of completion of Construction Works, the Requiring Authority shall prepare, a post-construction review report in accordance with the NZ Transport Agency P40 Noise Specification 2014, or any subsequent version, and provide the post-construction review report to the Manager for information.

Landscape

101. The Requiring Authority shall maintain (and replace unsuccessful planting) all landscape planting undertaken as part of the Project for a period of 5 years following opening of the Project in accordance with “NZTA P39 Standard Specification for Highway Landscape Treatments 2013”, or any subsequent amendment.