

IN THE ENVIRONMENT COURT OF NEW ZEALAND
AUCKLAND REGISTRY

I MUA TE KŌTI TAIAO O AOTEAROA
TĀMAKI MAKĀURAU ROHE

ENV-2024-AKL-

UNDER	the Resource Management Act 1991 ("the Act")
IN THE MATTER	of an appeal under section 174 of the RMA against a decision of the Auckland Transport on two Notices of Requirement that comprise part of the North West Project
BETWEEN	CDL Land New Zealand Limited Appellant
AND	Auckland Transport (NoR-W5 and NoR-HIFTR) Respondent

NOTICE OF APPEAL BY CDL LAND NEW ZEALAND LIMITED
12 JULY 2024

ELLIS GOULD
LAWYERS
AUCKLAND

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AUCKLAND

NOTICE OF APPEAL BY CDL LAND NEW ZEALAND LIMITED

TO: The Registrar

Environment Court

Auckland

1. CDL Land New Zealand Limited (“**CDL**”) appeals the decision of Auckland Transport (“**AT**”) dated 20 June 2024 (“**the Decision**”) confirming two Notices of Requirement for designations in the Auckland Unitary Plan (“**AUP**”), being:
 - (a) North West Local Network: Alteration to designation 1437 Hobsonville Road (“**NoR-W5**”); and
 - (b) North West HIF Trig Road Network: Trig Road Corridor Upgrade (“**NoR-HIFTR**”).(together “**the NoRs**”).
2. The NoRs provide for upgrades to existing roads in Westgate / Whenuapai, Auckland. The NoRs form part of a group of Notices of Requirement¹, lodged by AT and Waka Kotahi New Zealand Transport Agency and collectively known as the North West Project.
3. CDL made submissions on the NoRs on 24 April 2023.
4. CDL received notice of the Decision on 20 June 2024.
5. The Decision subject to the appeal was made by AT.
6. CDL is not a trade competitor for the purposes of section 308D of the Resource Management Act 1991 (“**RMA**”).
7. CDL will be directly and adversely affected by the subject of this appeal as it is the owner of the properties at 4-6 Hobsonville Road, 30 Hobsonville Road and

¹ NoR S4 – Access Road; NoR W1 – Trig Road; NoR W2 – Māmari Road; NoR W3 – Brigham Creek Road; NoR W4 – Spedding Road; NoR W5 – Hobsonville Road; NoR RE1 – Don Buck Road; NoR RE2 – Fred Taylor Drive; NoR R1 – Coatesville-Riverhead Highway; NoR RATN1 – Redhills North-South Arterial Transport Corridor; NoR RATN2a – Redhills East-West Arterial Transport Corridor – Dunlop Road; NoR RATN2b – Redhills East-West Arterial Transport Corridor – Baker Lake; NoR RATN2c – Redhills East-West Arterial Transport Corridor – Nixon Road Connection; TR HIFtr – Trig Road Corridor Upgrade

22A Trig Road (“**the CDL Land**”) which are accessed from those parts of Hobsonville Road and Trig Road subject to the NoRs.

8. CDL is not opposed to the NoRs in principle, and supports the outcomes that the North West Project seeks to deliver, subject to amendments to the terms and conditions of the NoRs to ensure that the network integrates with and supports the urban development of and future access to the CDL Land:

Reasons for the Appeal

9. The reasons for the appeal are as follows:
 - (a) The NoRs, as approved in the Decision and in the absence of the amendments and conditions specified in the relief sought in this appeal:
 - (i) Do not promote the sustainable management of the natural and physical resources;
 - (ii) Do not amount to and promote the efficient use and development of resources;
 - (iii) Are not consistent with the purpose and principles in Part 2 of RMA;
 - (iv) Will generate unacceptable adverse effects on the environment, and in particular, on the CDL Land;
 - (v) Do not enable the social, economic, and cultural wellbeing of the community; and
 - (vi) Do not warrant being upheld in terms of section 171 of the Act.

In addition, and without limiting the generality of the above:

CDL's interest in the NoRs

- (b) The CDL Land is zoned Future Urban pursuant to the AUP. CDL has had an interest in the CDL Land for over a decade and has sought

throughout that time to have operative urban zonings brought down on the land.

- (c) The CDL Land is ideally located for the urbanisation that will occur once the Future Urban zoning is replaced with operative urban zones, given that:
 - (i) The CDL Land is located immediately across the north-western motorway (SH 16) from the Westgate Metropolitan Centre.
 - (ii) The CDL Land has direct access to the arterial road network through existing frontages that are wide enough to accommodate two-way vehicular access to both Hobsonville Road and Trig Road.
 - (iii) The improvements to Hobsonville Road and Trig Road enabled through the NoRs are not necessary to enable development of the CDL Land to occur. Rather, they will facilitate a broader urbanisation of wider areas of land along Hobsonville Road to the east and across SH 18 to the north.
 - (iv) The CDL Land can be appropriately and relatively easily serviced in terms of water supply, wastewater, stormwater, communications and other infrastructure.
 - (v) Urban development of the CDL Land will promote the use of active modes and public transport.

Implications of the NoRs for urban development of the CDL Land

- (d) The NoRs should not compromise future urban development of the CDL Land (e.g.: by prioritising the movement of private motor vehicles commuting from residential areas remote from the Metropolitan Centre above the interests of people who choose to live on the CDL Land).
- (e) CDL is concerned that the NoRs may impact adversely on the design and flexibility of future accesses into and out of the CDL Land via either

Trig Road or Hobsonville Road. This could involve disruption to or restrictions on existing vehicle accesses and/or constraints on the location, capacity and design of future vehicle accesses, having regard to the likely future urban zoning of the land (e.g.: through median designs for both NoR-W5 and NoR-HIFTR).

- (f) Given the inevitability that the CDL Land will be urbanised and the benefits that will flow from optimising connectivity between that land, the arterial road network and the adjacent Westgate Metropolitan Centre, the conditions on the NoRs should enable all turning manoeuvres for vehicles entering or exiting the CDL Land at both the Hobsonville Road and Trig Road frontages.

Need for Site-specific Conditions

- (g) The designation process enables requiring authorities to carry out works within a broad envelope, subject to conditions. Those works affect adjacent land and activities in a range of ways, related to the nature and scale of the proposed works in that locality and the sensitivity of the affected sites and activities.
- (h) The NoRs involve extensive changes to the environment across an existing and future urban area. It is inevitable that site-specific issues will arise which may most appropriately be addressed via site-specific conditions.
- (i) To that end, CDL proposes incorporating into the NoRs a new “*Schedule X - Communication and Engagement Site-Specific Issues*” within which site-specific solutions to issues and adverse effects can be identified. That will provide certainty for the requiring authority and affected landowners, including but not limited to CDL.

Construction Effects

- (j) CDL is concerned to ensure that the conditions on the NoRs governing construction effects are comprehensive and take sufficient account of concerns raised by affected landholders.

- (k) The Decision wrongly rejected the relief sought by CDL regarding the timing of the submission to Council of the Stakeholder and Communication and Engagement Management Plan (“**SCEMP**”). SCEMPs should form part of, and be prepared well in advance of, each Outline Plan of Works, to ensure the requiring authority can satisfy the local authority:
 - (i) That meaningful engagement has occurred; and
 - (ii) How issues that remain live for stakeholders have been considered and will be addressed.
- (l) The Decision requires that stakeholders be identified for communication and engagement purposes 6 months prior to start of detailed design for a stage of work. It is appropriate that consultation then occur with those stakeholders and that the content and outcome of that process be submitted with the Outline Plan by way of the SCEMP.
- (m) CDL supports the definition of “*stakeholder*” that has been adopted in the Decision and its proposed relief is reliant on retention of that definition.

Lack of Certainty generated by the NoRs

- (n) CDL is concerned by the effects that might arise if the various transport upgrades included in the North West Project are not all implemented as proposed:
 - (i) The use of the “*route protection*” model and the absence of funding to cover any phase beyond consenting raises real doubts as to whether the various aspects of the Proposal will ever be completed or, if they are constructed, will be sequenced in a way that has been assessed by AT.
 - (ii) There is no guarantee that the outcome assumed in the AT evidence will be realised in whole or in part. That uncertainty is exacerbated by the lengthy lapse periods sought.

- (iii) AT's effects assessments have not considered the implications of a partial implementation.
- (o) Given the lengthy (and, in the case of NoR-W5, open-ended) lapse dates imposed by AT, the NoRs need to provide for:
 - (i) Regular reviews of the need for the designations and the extent of land subject to them.
 - (ii) The designations to be removed as soon as possible from any areas of land that are no longer required for the North West Project.
 - (iii) The removal of the designations from land needed for construction purposes as soon as possible after the relevant construction has been completed.

Lapse Date issues

- (p) CDL is concerned by the implications of the variable, but uniformly lengthy, lapse dates proposed which, in the absence of a programme for early purchase of affected land, will perpetuate the planning blight of affected land that commenced when AT identified potential locations for "*route protection*" (particularly with regard to privately owned residential land). CDL considers that an appropriate lapse period is required for both the NoR-W5 and NoR-HIFTR designations.
- (q) The Decision wrongly concludes that NoR-W5 (Hobsonville Road) is not and cannot be subject to a lapse period, because that part of the North West Project amends an existing designation which has been given effect to:
 - (i) CDL considers that, notwithstanding the High Court decision in *Poutama Kaitiaki Charitable Trust and D & T Pascoe v Taranaki Regional Council and Others* CIV-2021-443-15 [2022] NZHC 629, works enabled by a NoR that alters an existing designation are subject to a lapse period under section 184 RMA.

- (ii) In any event, while section 184 RMA imposes a statutory lapse period on designations, it does not prevent councils from recommending lapse periods by way of condition, provided there are legitimate RMA reasons for such a lapse period. Such conditions are available under the general power to impose conditions in section 171(2)(c) RMA.
- (iii) In this case, such a lapse condition is appropriate and necessary to address the adverse effects on landowners that will arise from NOR-W5 pursuant to section 171(2)(c) RMA (regardless of whether it applies as a consequence of section 184 RMA).

Relief Sought

10. CDL seeks the following relief:

- (a) That the appeal be allowed.
- (b) That the terms and conditions of NoR-W5 and NoR- HIFTR be amended to address the issues and concerns identified in paragraph 9 above.
- (c) The relief set out in paragraphs 10(c)(i) to (ix) below are examples of amendments and additions to the terms and conditions that would appropriately address the issues and concerns identified in paragraph 9 above:
 - (i) Incorporate into NoR-HIFTR an introductory explanatory statement, consistent with that adopted in respect of other aspects of the North West Project, and reading: “*Conditions 1 – 36 of this designation shall only apply to the work described in the Project Description and the altered area identified in the Concept Plan in Schedule 1.*”
 - (ii) Amend Condition 7 (NoR-W5) and Condition 5 (NoR-HIFTR) - Designation Review so both conditions read:

“Pre-construction review

- a) *The Requiring Authority shall, at five (5) yearly intervals from the confirmation of the designation, undertake a review of the designation. The review shall involve affected landowners and occupiers and:*
- i) *assess the need for, and extent of the land, as part of the designation;*
 - ii) *provide an update on the progress or effort made to give effect to the designation; and*
 - iii) *be made publicly available on the project website and be made available to the Council.*

Post-construction review

- b) *As soon as reasonably practicable, but no later than six (6) months, following the Completion of Construction, the Requiring Authority shall:*
- i) *review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and*
 - ii) *give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.”*
- (iii) Impose a 10-year lapse period on both NoRs (by amending Condition 6 on NoR-HIFTR and imposing a new condition on NoR-W5).
- (iv) Amend Condition 9 (NoR-W5) and Condition 8 (NoR-HIFTR) – Outline Plan so both conditions include a requirement to include with any Outline Plan of Works a “*Stakeholder Communication and Engagement Management Plan*” (or “**SCEMP**”).
- (v) Retain the definition of “*stakeholder*” adopted in the Decision.
- (vi) Amend Condition 11 (NoR-W5) and Condition 10 (NoR-HIFTR) – Existing Property Access so both conditions read:

“Where it is proposed to alter existing property vehicle access, parking or manoeuvring which exists at or prior to the time the

Outline Plan is submitted, the Requiring Authority shall consult with the directly affected landowners and occupiers regarding the proposed changes. The Outline Plan shall demonstrate how safe, efficient and effective access to the transport corridor, and on-site parking or manoeuvring will be provided, unless otherwise agreed with the affected landowner.

To address this condition, the following process shall occur:

a) The Requiring Authority shall request, and if accepted, shall facilitate a meeting between itself, affected landowners / occupiers and Auckland Council planning officers to discuss any matters of disagreement that remain outstanding between the parties.

b) The Requiring Authority shall prepare an assessment of the effects of the Project on the existing access(es), parking or manoeuvring in terms of safety, efficiency and effectiveness.

c) That assessment shall be accompanied by a consultation record outlining engagement in accordance with the SCEMP and Schedule X Communication and Engagement Site Specific Issues.

d) The Requiring Authority shall supply that consultation record and assessment to the Council for consideration alongside the Outline Plan.”

- (vii) Amend Condition 12 (NoR-W5) and Condition 11 (NoR-HIFTR)
– Management Plans so (amendments annotated):

- Condition (a)(i) is amended to read: “(a) Any management plan shall: (i) Be prepared and implemented in accordance with the relevant management plan condition and to achieve its objective or purpose.”
- Condition (a)(v) is amended to read: “(a) Any management plan shall: (v) Be submitted as part of an Outline Plan pursuant to section 176A of the RMA,~~with the exception of SCEMPs and CNVMP Schedules.~~”

- (viii) Amend Condition 13 (NoR-W5) and Condition 12 (NoR-HIFTR)
– Stakeholder and Communication and Engagement Management Plan (“SCEMP”) so both conditions read (amendments annotated):

“a) A SCEMP shall be prepared in consultation with Stakeholders, prior to any Outline Plan being submitted the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with prior to and throughout Construction Works.

b) To achieve the objective, the SCEMP shall include:

- i) At least 18 months prior to any Outline Plan being submitted, the Requiring Authority shall identify:*
 - A. A list of Stakeholders;*
 - B. A list of properties within the designation which the Requiring Authority does not own or have occupation rights to;*
 - C. Methods and timing to engage with Stakeholders and the owners of properties identified in ~~(b)(ii)~~ (b)(i)(A) and (B) above;*
 - D. Having regard to the above, cross-references to the parties listed in the Schedule X Communication and Engagement Site-Specific Issues;*
- ii) The contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source and prominently displayed at the main entrance(s) to the site(s);*
- iii) The procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;*
- iv) Methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;*
- v) **[for W5 only]**: Methods to avoid, remedy or mitigate the potential loss of visibility from public spaces and physical severance to businesses in the Business – Local Centre Zones, informed by engagement undertaken in accordance with (i) and (ii) above. These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage;*
- vi) ~~Methods and timing to engage with owners and occupiers whose access is directly affected;~~*
- vii) Details of how the Requiring Authority has considered and responded to the issues listed in Schedule X Communication and Engagement Site-*

Specific Issues, where relevant to each Stage of Work;

- viii) *Methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified this condition in (b)(i) and (ii) above; and*
 - ix) *Linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.*
 - x) *[for W5 only]: provision for a hardship fund to compensate or offset business costs or losses resulting from the Construction Works on the operation of the business.*
- c) *Any SCEMP prepared for a Stage of Work shall be submitted to the Council for information with the Outline Plan.”*
- (ix) Insert a new “Schedule X - Communication and Engagement Site-Specific Issues” for both NoRs to address site-specific issues. A proposed format of Schedule X, addressing site-specific issues and incorporating exemplar comments relating to CDL Land is annexed as **Attachment 4**.
 - (d) Such further orders, relief, consequential amendments or other amendments as are considered appropriate and necessary to address CDL’s concerns set out above.
 - (e) Costs of and incidental to this appeal.

Attachments

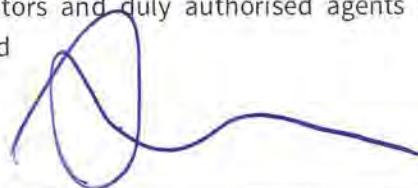
11. The following documents are attached to this notice:

- (a) **Attachment 1:** Copies of CDL’s submissions on the NoRs.
- (b) **Attachment 2:** Relevant extracts from the Decision.
- (c) **Attachment 3:** A list of persons to be served with a copy of this notice.
- (d) **Attachment 4:** Proposed format for the new “Schedule X - Communication and Engagement Site-Specific Issues” to be attached

to NoR-W5 and NoR-HIFTR, addressing site-specific issues (incorporating exemplar comments relating to CDL Land).

DATED this 12th day of July 2024

CDL LAND NEW ZEALAND LIMITED by its solicitors and duly authorised agents Ellis Gould



Douglas Allan / Alex Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould Lawyers, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland, Telephone: (09) 307-2172, Facsimile: (09) 358-5215. **Attention:** Douglas Allan / Alex Devine. dallan@ellisgould.co.nz / adevine@ellisgould.co.nz.

Advice to recipients of copy of notice of appeal

How to become party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must —

- Within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- Within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Act.

You may apply to the Environment Court under section 281 of the Act for a waiver of the above timing or service requirements (see form 38).

How to obtain copies of documents relating to appeal

The copy of this notice served on you does not have attached a copy of the appellant's submission and (or or) the decision (or part of the decision) appealed. These documents may be obtained, on request, from the appellant.

Advice: If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.

Attachment 1: Copies of CDL's submissions on the NoRs

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: CDL Land New Zealand Limited ("**CDL**" or "**the submitter**")

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for an alteration to existing designation 1437 in relation to establishing a 24 – 30m wide, 4-lane arterial on Hobsonville Road ("**NoR W5**"), in the Auckland Unitary Plan ("**AUP**").
2. CDL at the address for service below, provides this submission as follows.
3. By way of background, CDL has extensive landholdings in the block bound by State Highway 16 to the west, State Highway 18 to the north, Trig Road to the east and Hobsonville Road to the south. The CDL land is approximately 14ha in area and has access to both Hobsonville Road and Trig Road (south). It forms a contiguous block that could be developed comprehensively and in a way that enables integration with the balance of the land in the block, and critically in respect of this NoR W5, integration with the developing transport corridor in the urbanising environment of Whenuapai.
4. CDL has been extensively involved in planning processes that affect its land in Whenuapai, from the development of the AUP, the Whenuapai Structure Plan in 2016, throughout Plan Change 5 to the AUP and more recently in considering potential variation to PC5 and the implications of Plan Change 78 and associated National Policy Statement on Urban Development ("**NPSUD**") plan changes.
5. CDL has maintained a consistent view since the Proposed AUP was notified in 2013 that there are no constraints on the CDL land and land within the block identified above more generally that would preclude delivery of integrated development and infrastructure.

6. CDL has identified for some time that its land and surrounding land can be urbanised in a comprehensive and intensive manner without generating adverse effects beyond the area, recognising its proximity to the metropolitan centre of Westgate and the aforementioned lack of constraints on immediate development delivery. Notwithstanding, CDL has been stymied from realising immediate delivery of development by the withdrawal of PC5 and the Council's subsequent retention of Future Urban zone on the land.
7. It is encouraging therefore to see steps being taken by Auckland Transport to support future integration of urbanisation and transport networks, specifically in the form of multi-modal arterial routes with active mode facilities and public transport priority.
8. To this end, CDL is generally supportive of NoR W5, to the extent that it seeks to address existing issues with transport demand, delays and lack of service levels on the existing Hobsonville Road corridor.
9. For clarity, CDL land has frontage to Hobsonville Road from 4-6 Hobsonville Road, 30 Hobsonville Road, and 22A Trig Road, as illustrated in the following figure. Further, CDL land is directly affected by NoR W5, with approximately 2487m² of its landholdings proposed to be designated.

Figure 1: CDL land holdings affected by NoR W5 (outlined in red)



Table 1: CDL Landholdings affected by NoR W5

Property ID	Address	Area affected by designation (m ²)
802424	4-6 Hobsonville Road	2148

Property ID	Address	Area affected by designation (m ²)
802472	30 Hobsonville Road	323
802532	22A Trig Road	16
		2487 (total)

Reasons for Submission

10. CDL generally supports NoR W5, subject to recommendations for further consideration, with the following reasons stated below.
11. NoR W5 alters an existing transport designation along Hobsonville Road, which is already identified as an arterial road and therefore subject to the AUP's standards in respect of vehicle access restriction. In other words, CDL recognises that developing its land would already require consent for new or intensified access to the arterial network and be subject to an assessment of effects on the transport network, therefore, CDL accepts this will continue with NoR W5.
12. CDL seeks assurances that the proposed works within the enlarged designation corridor will not prevent future access arrangements into its identified landholdings, albeit subject to future consent applications as outlined above.
13. This is particularly relevant in consideration of the proposed corridor layout and in respect of potential gradient issues with Hobsonville Road on a ridgeline. These are addressed individually below and in relation to each of CDL's sites.

4-6 Hobsonville Road

14. This site has a frontage to Hobsonville Road comprising nearly 87m in length on its southern boundary. NoR W5 identifies works in the vicinity of this frontage to comprise an upgraded signalised intersection of Hobsonville Road with Oriel Avenue to the south; a fill batter along the frontage and a footpath and cycle way, with slim berm. Refer Figure 1 above.
15. The application does not provide sufficient detail as regards the extent of the fill batter proposed, nor any confirmation for CDL that access could be obtained to Hobsonville Road in the future.

16. The construction methodology supplied in the NoR W5 application is generic and references works along the 3.7km long route, that directly affects 195 properties. It is acknowledged that the design has yet to be detailed, however it is recommended that the NoR W5 provide clarity over whether or not it is precluding future access, and for which sites specifically.
17. On the assumption that CDL can design and construct access, once consented, to Hobsonville Road in the future, NoR W5 as it affects 4-6 Hobsonville Road is acceptable.

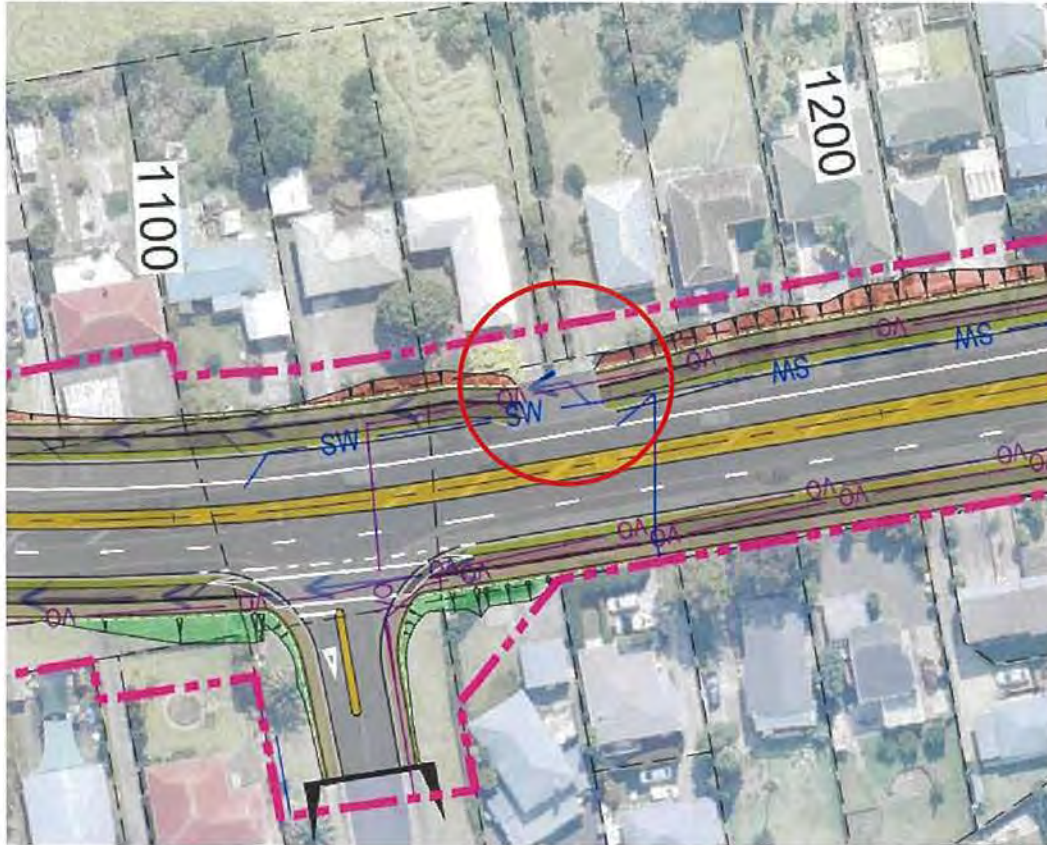
30 Hobsonville Road

18. This site has a frontage to Hobsonville Road comprising 32m in length. NoR W5 identifies works in the vicinity of this frontage to comprise a cut batter along the frontage; and a footpath and cycle way, with slim berm. A median runs along Hobsonville Road but the legend refers to it being flush median, raised median or traffic island. Refer Figure 1 above.
19. The application does not provide sufficient detail as regards the extent of the cut batter proposed, nor any confirmation for CDL that access could be obtained to Hobsonville Road in the future, including whether the median will result in restricting right turn manoeuvres in and out of any future access.
20. The comments made in respect of 4-6 Hobsonville Road regarding generic construction methodology are relevant here.
21. On the assumption that CDL can design and construct access, once consented, to Hobsonville Road in the future, NoR W5 as it affects 30 Hobsonville Road is acceptable.

22A Trig Road

22. This site has very limited frontage to Hobsonville Road, comprising an access strip of approximately 3.5m. In the vicinity of this site, the NoR W5 general arrangement plans do not appear to show any work, with cut batter, proposed footpath and cycleway being interrupted for its frontage, and only a Vodafone trench and stormwater infrastructure shown. Refer Figure 2 below.

Figure 2: General Arrangement Plan relative to 22A Trig Road frontage to Hobsonville Road



23. It would appear to be providing for a future road connection, however absent any further information on this, it is difficult to discern the design intent.
24. The Whenuapai Structure Plan, as referenced by the application, does not account for any such access, only identifying potential cycle routes into the wider block, and not in this location.

Figure 3: Whenuapai Structure Plan excerpts (cycle way in green)



25. Notwithstanding, the Integrated Transport Assessment that informed the Whenuapai Structure Plan did identify a two-lane urban route through the block, connecting Trig Road with Hobsonville Road, as illustrated in Figure 4.

Figure 4: Whenuapai Structure Plan ITA Proposed Transport Network

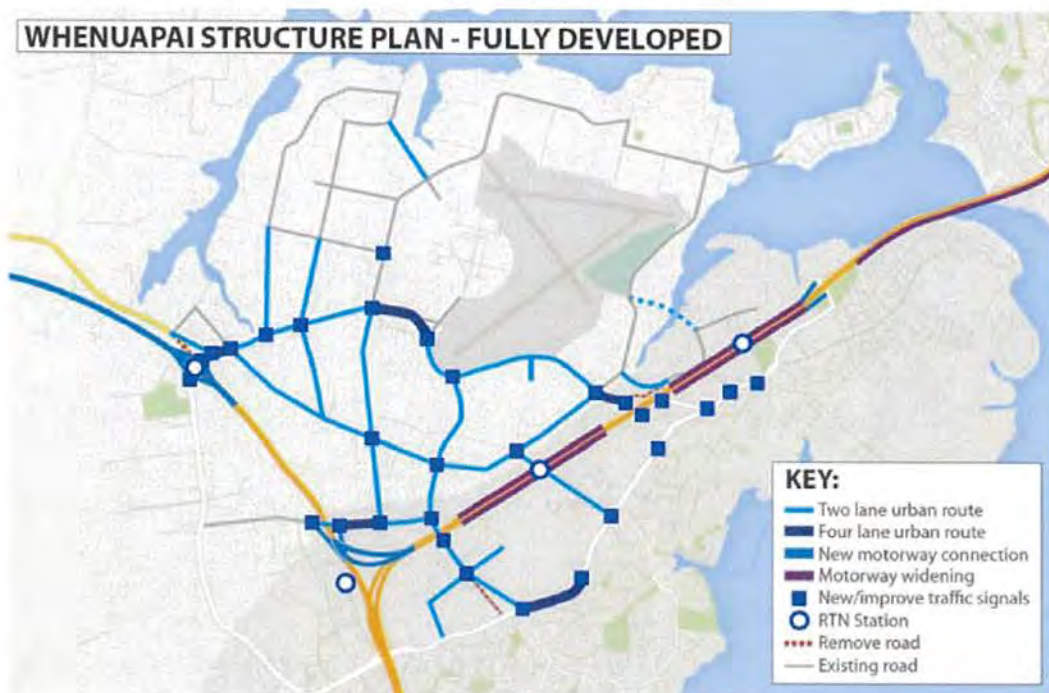


Figure 6: Collector Road iterations considered by Council in PC5



28. Mr Hall supported CDL's suggestion that a new intersection could be accommodated at 30 Hobsonville Road to enable access, via a collector road, from Hobsonville Road into the Future Urban zoned block accommodating CDL land, and others.
29. Again, so long as NoR W5 does not preclude that potential, it is acceptable.
30. The above is all relevant given the intended implementation date of the upgraded corridor is nominally scheduled by Auckland Transport (but we understand as yet unfunded) for 2028 – 2032 to "align with assumed North West Rapid Transit Corridor Full Implementation and SH16/SH18 connections" (Table 4-1, AEE). CDL may well seek to develop its land prior to the designation being implemented therefore, and its access will have to be taken into account in future design.
31. Finally, of relevance to all of CDL's landholdings, CDL suggests the designation needs to be clear in conditions regarding reducing the extent of land affected by the designation as soon as possible after construction or upon giving effect to the designation in detail. This is set out in the relief sought below.

Relief Sought

32. The Submitter seeks that NoR W5 be accepted provided conditions are inserted to address the following:

a) That the designation be amended and conditions imposed on the designation to ensure that:

- i. Future access to and egress from Hobsonville Road to the CDL land at 4-6 Hobsonville Road is protected.
- ii. Future access to and egress from Hobsonville Road to the CDL land at 30 Hobsonville Road is protected, including the potential for egress via a right-hand turn onto Hobsonville Road.
- iii. Future access from Hobsonville Road into the CDL land at 22A Trig Road is protected, including the possibility of access via a collector road from Trig Road and a new intersection north of Ryans Road.

b) That conditions are imposed on the designation to ensure that:

- i. Prior to the commencement of construction in the vicinity of the CDL land, a site-specific construction management plan applying to the area in the immediate vicinity of the CDL land is:
 - Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the CDL land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.

c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

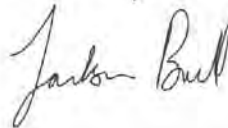
33. If the above relief is not accepted, the Submitter seeks that NoR W5 be declined.

34. The Submitter wishes to be heard in support of this submission.

35. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th day of **April 2023**

Signature:

A handwritten signature in black ink that reads "Jackson Bull". The signature is written in a cursive, flowing style.

Jackson Bull
General Manager

Address for Service:

Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
kay@formeplanning.co.nz

Appendix 1: Transport Evidence presented to PC5

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: CDL Land New Zealand Limited ("CDL" or "the submitter")

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for a new designation in relation to constructing, operating and maintaining an arterial transport corridor on Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road ("**NoR Trig**"), in the Auckland Unitary Plan ("**AUP**"). It is understood that resource consents have also been applied for in respect of the physical works to construct the road corridor.
2. CDL at the address for service below, provides this submission as follows.
3. By way of background, CDL has extensive landholdings in the block bound by State Highway 16 to the west, State Highway 18 to the north, Trig Road to the east and Hobsonville Road to the south. The CDL land is approximately 14ha in area and has access to both Hobsonville Road and Trig Road (south), the latter being the subject of this NoR. CDL's landholdings form a contiguous block that could be developed comprehensively and in a way that enables integration with the balance of the land in the block, and critically in respect of this NoR Trig, integration with the developing transport corridor in the urbanising environment of Whenuapai.
4. CDL has been extensively involved in planning processes that affect its land in Whenuapai, from the development of the AUP, the Whenuapai Structure Plan in 2016, throughout Plan Change 5 to the AUP and more recently in considering potential variation to PC5 and the implications of Plan Change 78 and associated National Policy Statement on Urban Development ("**NPSUD**") plan changes.
5. CDL has maintained a consistent view since the Proposed AUP was notified in 2013 that there are no constraints on the CDL land and land within the block identified

above more generally that would preclude delivery of integrated development and infrastructure.

6. CDL has identified for some time that its land and surrounding land can be urbanised in a comprehensive and intensive manner without generating adverse effects beyond the area, recognising its proximity to the metropolitan centre of Westgate and the aforementioned lack of constraints on immediate development delivery. Notwithstanding, CDL has been stymied from realising immediate delivery of development by the withdrawal of PC5 and the Council's subsequent retention of Future Urban zone on the land.
7. It is encouraging therefore to see steps being taken by Auckland Transport to support future integration of urbanisation and transport networks, specifically in the form of multi-modal arterial routes with active mode facilities and public transport priority.
8. To this end, CDL is generally supportive of NoR Trig, to the extent that it seeks to address existing issues with the relatively rural nature of Trig Road as a transport corridor.
9. For clarity, CDL land has frontage to Trig Road from 22A Trig Road, as illustrated in the following figure. Further, CDL land is directly affected by NoR Trig, with approximately 293m² of its landholdings proposed to be designated.

Figure 1: CDL land holdings affected by NoR Trig (outlined in red)

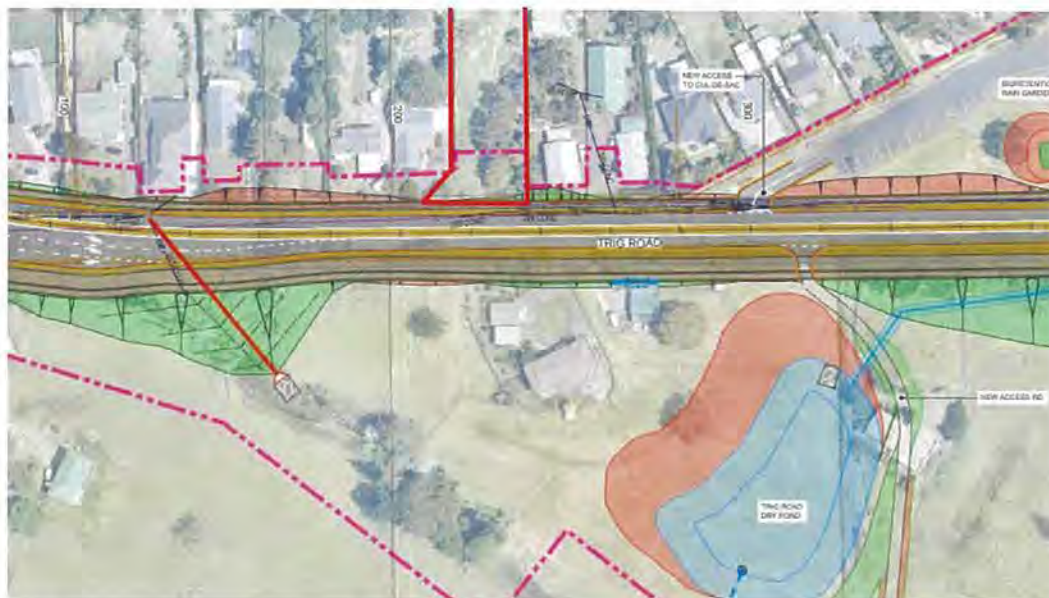


Table 1: CDL Landholdings affected by NoR Trig

Property ID	Address	Area affected by designation (m ²)
802532	22A Trig Road	293

Reasons for Submission

10. CDL generally supports NoR Trig, subject to recommendations for further consideration, with the following reasons stated below.
11. NoR Trig alters an existing transport corridor and introduces a new designation along Trig Road, elevating it to arterial status and therefore subject to the AUP's standards in respect of vehicle access restriction. CDL recognises that developing its land with access to Trig Road once this designation is implemented would require consent for new or intensified access to the arterial network and be subject to an assessment of effects on the transport network, therefore.
12. CDL seeks assurances that the proposed works within the enlarged designation corridor will not prevent future access arrangements into its identified landholdings, albeit subject to future consent applications as outlined above.
13. This is particularly relevant in consideration of the proposed corridor layout and the application's identification that Trig Road will become a "limited access road under section 346C of the Local Government Act 1974" (section 3.1.1, AEE). CDL considers that arterial status only, which requires resource consent under the AUP and an opportunity for Council to consider effects of new accesses onto the arterial network in a consenting process, is sufficient and the limited access road classification should not be applied. These matters are addressed below and in relation to CDL's site at 22A Trig Road.
14. This site has a frontage to Trig Road comprising nearly 30m in length on its eastern boundary. NoR Trig identifies works in the vicinity of this frontage to comprise partial fill batter and a footpath, with slim berm. Refer Figure 1 above. It is understood a two-way cycleway is proposed on the opposite, eastern side of Trig Road as part of NoR Trig, given the fewer existing vehicle crossings.
15. The application does not provide sufficient detail as regards the extent of the fill batter proposed, nor any confirmation for CDL that access could be obtained to Trig

Road in the future. Indeed, the suggested limited access road classification appears to restrict any flexible access arrangements in future masterplanning of the block.

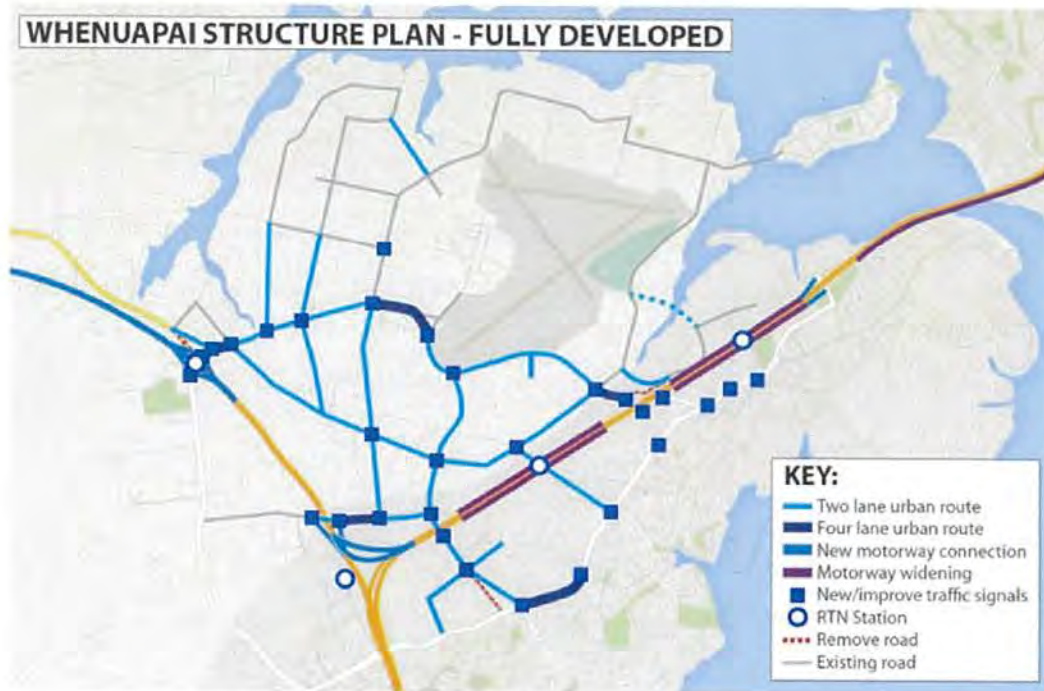
16. Appropriate locations for access into the block is further addressed below.
17. The Whenuapai Structure Plan, as referenced by the application, only identified potential cycle routes into the wider block, at or about in the location of the access into 22A Trig Road.

Figure 3: Whenuapai Structure Plan excerpts (cycle way in green)



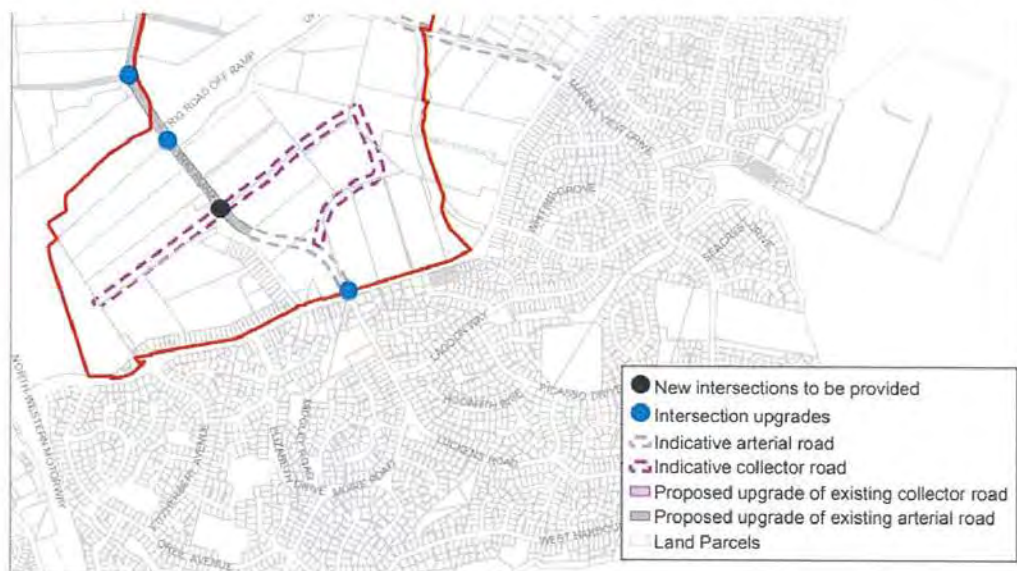
18. Notwithstanding, the Integrated Transport Assessment that informed the Whenuapai Structure Plan did identify a two-lane urban route through the block, connecting Trig Road with Hobsonville Road, as illustrated in Figure 4.

Figure 4: Whenuapai Structure Plan ITA Proposed Transport Network



19. Through the course of PC5, Council presented precinct plans that identified an indicative collector road from Trig Road into the block (see Figure 5), with no proposal for access, even via a collector road, off Hobsonville Road. Notwithstanding, the proposed precinct plan has no statutory weight given the withdrawal of PC5.

Figure 5: Whenuapai 3 Precinct Plan 2 (30 April 2018) (not implemented)



20. Council proposed varying collector road alignments within CDL land in the PC5 proceedings. A copy of Bryce Hall's transport evidence on behalf of CDL to that hearing is appended as **Appendix 1** to this submission. It identified the alternative connections considered by Council as illustrated in Figure 6.

Figure 6: Collector Road iterations considered by Council in PC5



21. Mr Hall supported CDL's suggestion that a new intersection could be accommodated at just north of Ryans Road to enable access, via a collector road, from Trig Road into the Future Urban zoned block accommodating CDL land, and others.
22. So long as NoR Trig does not preclude that potential, it is acceptable.
23. The above is all relevant given Auckland Transport seek a 15 year lapse date, with the Form 18 citing "there is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth". CDL may well seek to develop its land prior to the designation being implemented therefore, and its access will have to be taken into account in future design.
24. Despite seeking resource consent at the same time, the construction methodology supplied in the NoR Trig application is generic and references works along the 900m long route, variously affecting 66 properties.

25. Within zone 2, which affects CDL's site at 22A Trig Road, the NoR Trig identifies the following construction activities will occur, over a period of 14-16 months (Table 11, AEE):
- Site clearance
 - Divert existing services
 - Approx. 28,500m³ of earthworks cut/fill
 - Construct three new drainage culverts
 - Construct new stormwater dry pond
 - Construct new rain gardens
 - Construct new retaining wall to the front of properties on the west of Trig Road
 - Construct new traffic lanes, berm, footpath and cycleway
 - New road surface and line marking
 - Lighting and road furniture
 - Driveway regrading.
26. It is acknowledged that the design has yet to be detailed, however it is recommended that the NoR Trig provide clarity over whether or not it is precluding future access, and on which sites specifically the above construction activities will occur.
27. On the assumption that CDL can design and construct access, once consented, to Trig Road in the future, NoR Trig as it affects 22A Trig Road is acceptable.
28. Finally, CDL suggests the designation needs to be clear in conditions regarding reducing the extent of land affected by the designation as soon as possible after construction or upon giving effect to the designation in detail. This is set out in the relief sought below.

Relief Sought

29. The Submitter seeks that NoR Trig be accepted provided conditions are inserted to address the following:
- a) That the designation be amended and conditions imposed on it to ensure that:
 - i. Future access from Trig Road into the CDL land is protected, including the possibility of access via a collector road from Trig Road and a new intersection north of Ryans Road
 - ii. Trig Road is classified as a local arterial road, rather than a limited access road under section 346C of the Local Government Act 1974.

- b) That conditions are imposed on the designation to ensure that:
- i. Prior to the commencement of construction in the vicinity of the CDL land, a site-specific construction management plan applying to the area in the immediate vicinity of the CDL land is:
 - Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
 - ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the CDL land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
30. If the above relief is not accepted, the Submitter seeks that NoR Trig be declined.
31. The Submitter wishes to be heard in support of this submission.
32. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th day of **April 2023**

Signed:



Jackson Bull
General Manager

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
kay@formeplanning.co.nz

Attachment 2: Relevant extracts from the Decision

31 May 2024

Todd Elder
Senior Policy Planner
Central/South Planning Unit - Plans and Places
Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Dear Todd

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

Thank you for your letter received 18 April 2024 advising of the recommendations of the Auckland Council Independent Hearing Commissioners in relation to the fourteen Auckland Transport Notices of Requirement that comprise part of the North West Project:

- NoR S4 – Access Road
- NoR W1 – Trig Road
- NoR W2 - Māmari Road
- NoR W3 – Brigham Creek Road
- NoR W4 – Spedding Road
- NoR W5 – Hobsonville Road
- NoR RE1 – Don Buck Road
- NoR RE2 – Fred Taylor Drive
- NoR R1 – Coatesville-Riverhead Highway
- NoR RATN1 – Redhills North-South Arterial Transport Corridor
- NoR RATN2a – Redhills East-West Arterial Transport Corridor – Dunlop Road
- NoR RATN2b – Redhills East-West Arterial Transport Corridor – Baker Lake
- NoR RATN2c – Redhills East-West Arterial Transport Corridor – Nixon Road Connection
- TRHIF – Trig Road Corridor Upgrade

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

Pursuant to section 172 of the Resource Management Act 1991, Auckland Transport (AT) accepts the Commissioners' recommendation that the NORs should be confirmed and accepts in part and rejects in part the Commissioners' recommendations on conditions of the Notices of Requirement.

The Table 1 below sets out:



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

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

Minor formatting and grammatical changes recommended by the Commissioners where they have been adopted have not been tracked.

A schedule of amendments that have been made to the proposed designation boundaries since the Closing Legal Submissions is attached in **Appendix A**. Refer to Closing Legal Submissions for amendments made since the application was lodged.

Complete clean sets of designation conditions as a result of the AT decision, are attached to this letter as **Appendices B – O**. The clean set of conditions in **Appendices B – O** includes the changes set out in the table below, formatting changes (including rearranging order of conditions) and minor non-substantive changes (such as capitalisations).

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Jane Small'.

Jane Small

Group Manager, Property and Planning

Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners for NoRs S4, W1, W2, W3, W4, W5, RE1, RE2, R1, RATN1, RATN2A, RATN2B, RATN2C, HIFTR

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reasons for modifications
All	-	(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) The panel has recommended the inclusion of a brief description of the NoRs at the front of the 'W1', 'W2' etc descriptors. RE2 and W5 have also been added into combined set.	Reject new conditions. The Panel has proposed new conditions to describe the designation purposes. Auckland Transport (AT) rejects these additional conditions because the purpose of the designation is already described in each of the NoRs, and that purpose will be reflected in the AUP schedule of designations. <i>Schedule 1: General Accordance Plans and Information</i> provides the Project description for which the works within the designation shall be undertaken in general accordance with, as referred to in Condition 1. AT is neutral on the conditions for RE2 and W5 being moved into the combined condition set. This is because it has no material impact on the condition sets since they will be separated out into individual designations before being included in the AUP. However, in some cases RE2 and W5 have not been incorporated for each condition that may apply to them. In other cases, AT rejects the conditions being merged on the basis that there are intentional differences across the NoRs and those nuances would be lost. Refer to the appended clean condition sets for the conditions specific to each NoR.
All	Abbreviations and definitions	Certification of material changes to management plans Confirmation from the Manager that a CMVMP Schedule (or change thereto) or a material change to a management plan has been prepared in accordance with the condition to which it relates. A CMVMP Schedule (or change thereto) or a material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Council that the CMVMP Schedule or the material change to the management plan is certified; or (b) ten (10) working days from the submission of the CMVMP Schedule or the material change to the management plan where no written confirmation of certification has been received; or (c) Five (5) working days from the submission of the material change to a CMVMP Schedule where no written confirmation of certification has been received.	Reject amendments regarding CMVMP Schedule / amendment by AT. The Panel has recommended amendments relating to certification of the CMVMP Schedule. AT rejects the recommended amendments as the requirement to certify the CMVMP Schedule is set out in the Schedule to a CMVMP condition, not the definition. AT is also re-locating the requirement to certify a <i>material change</i> to a CMVMP to that condition so that the definition relates to certification of material changes to management plans only. Accordingly, clause (c) has been relocated to that condition to sit alongside the existing initial certification requirements in that condition. AT notes that the removal of "CMVMP Schedules" from this definition means that some of the Panel's tracking is indirectly accepted.
All	Abbreviations and definitions	ElANZ Guidelines Ecological Impact Assessment: ElANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 (or any updated version).	Accept amendment to condition to include the word "management". AT agrees with adding the word "management" for clarity.
All	Abbreviations and definitions	Mana Whenua Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project includes but is not limited to: • Te Kawerau a Maki • Ngāti Whātua o Kaipara • Te Akitai Waiohau Note: Other iwi and hapū not identified above may have an interest in the Project and should be consulted.	Reject the insertion of or any updated version to the definition of the ElANZ Guidelines. The Panel has recommended adding "or any updated version" at the end of this definition. AT rejects this amendment but has instead proposed an amendment to the Pre-Construction Ecological Survey condition (as discussed within that condition below). Amendment by AT Amendments to improve drafting.

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
All	Abbreviations and definitions	(additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough) Urban zoning Land-zoned residential or business, together with adjoining special purpose and open space zones;	Amendment by AT AT have deleted the definition as it is not used in the condition set.
RE2 W5		Conditions 1 – 24A of this designation shall only apply to the work described in the Project Description and the altered area identified in Concept Plan in Schedule 1.	Reject amendment to condition The Panel has amended the conditions references in this condition to "1-24A". The reason for this change is unclear and AT notes that the operational noise conditions (conditions 25 onwards) do apply to W5 and RE2. On that basis, AT rejects this recommendation and refers to the appended clean condition sets for the conditions specific to each designation and the correct referencing.
HIFTR R4 RATN4 RATN2A RATN2B RATN2C RE1-S4-W1 W2-W3-W4		Conditions 1 – 26 of this designation shall only apply to the work described in the Project Description and the altered area identified in the Concept Plan in Schedule 4.	Reject The Panel has proposed this condition for all new corridors in addition to W5 and RE2 (alterations to existing designations). AT rejects this new condition as it is unnecessary for new corridors. Condition sets are split out into individual designations and will therefore apply to each designation.
All	2	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the <u>inclusion of this</u> designation <u>inclusion</u> in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) a subscription service to enable receipt of project updates by email; (v) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how/where they can receive additional support following confirmation of the designation; (vi) <u>how/where to access noise modelling contours to inform the design of development adjacent to the designation; and</u> (vii) <u>when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA.</u> (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.	Reject new clause (vi) The Panel recommends including a new clause relating to noise modelling contours into the Project Information condition. AT rejects this addition on the basis that this matter is already addressed by the LIP condition and is therefore unnecessary. The LIP will provide a tool to encourage and facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. This will provide a mechanism for engagement between the developers adjacent to the designation to aid and inform the development. Clause (c)(i)(E) of the LIP condition has specific regard to information requested in relation to the traffic noise modelling contours. Amendment by AT AT amends clause (a) to improve wording.
All	2A	Land use Integration Process (LIP) (a) <u>A-The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction shall be established.</u> The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. To achieve this purpose:	(v) Reject / amendment by AT The Panel proposes to include "the design of" into the clause that relates to noise modelling contours. AT rejects this amendment but relocates the reference to noise modelling contours into (c)(i) so that the information requested or provided may include design details including traffic noise modelling contours. Amendment by AT

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) (i) <u>The Requiring Authority shall include</u> the contact details of a nominated contact <u>shall be included</u> on the project website (or equivalent information source) required to be established by Condition (2)(a)(iii); <u>and</u> (ii) The nominated contact shall <u>facilitate engagement with</u> be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact <u>shall</u> will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests <u>made to the Requiring Authority</u> for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information <u>requested or</u> provided under Condition 2A(b) above may include but not be limited to the following matters: (i) design details including <u>but not limited to</u>: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; E. <u>traffic noise modelling contours; and</u> F. Outputs from any flood modelling. (ii) Potential modifications to the extent of the designation in response to information received through Condition 2A(b)(ii); (iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; <u>and</u> (iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. <u>and</u> (v) <u>how to access noise modelling contours to inform the design of development adjacent to the designation.</u> (d) Where information is requested from the Requiring Authority and is available, <u>it shall be provided</u> the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) <u>The Requiring Authority nominated contact</u> shall maintain a record of engagement <u>with between the Requiring Authority and</u> Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) <u>a summary of details of any</u> requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.	AT has also made a series of amendments to the LIP condition for clarity and to improve readability.

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) (f) The record shall be submitted to the Council for information ten working days prior to the Start of Construction for a Stage of Work.	
All W1 W2 W3 W4 RE1 RE2 RATN1 RATN2C HIFTR S4	3	Designation Review Pre-construction review The Requiring Authority shall, at five (5) yearly intervals from the confirmation of the designation, undertake a review of the designation. The review shall involve affected landowners and occupiers and: (i) assess the need for, and extent of the land, as part of the designation; (ii) provide an update on the progress or effort made to give effect to the designation; and (iii) be made publicly available on the project website and be made available to the Council. Post-construction review (a) As soon as reasonably practicable, but no later than six (6) months, following the Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.	Reject pre-construction review The Panel has recommended the inclusion of a pre-construction review condition. AT rejects this recommendation on the basis that it is unnecessary. AT explained why such a condition is unnecessary in its closing submissions¹ and in particular notes that: - The requirement to undertake such reviews across all designations (including others within the region) would be a costly and inefficient imposition on public funds that could otherwise be allocated to priority projects. - Section 79 of the RMA requires the Council to undertake a review of the District Plan every 10 years, which provides an appropriate opportunity for a Requiring Authority to consider the need for a designation. - The lapse periods are based on long-term implementation timeframes and a periodic review could create an expectation for a shorter timeframe than is the case. - Further the project website will be established, as soon as reasonably practicable, and within 6 months of the designation inclusion in the AUP to provide landowners, occupiers and the community updates on the Projects. Reject post-construction review/ amendments by AT The Panel has recommended that the post-construction review occur no later than six months following the Completion of Construction. AT rejects this recommendation and amends the condition to remove reference to the six-month timeframe. As outlined in the evidence of Mr Lovell², the intent of the condition is to retain some flexibility as the roll back process is subject to third party actions and other factors that could impact the timeframe. Reject condition The Panel recommends a different condition for RATN2A and RATN2B. AT rejects having a separate designation review condition for RATN2A and RATN2B for the reasons explained above.
RATN2A RATN2B	3	Designation Review As soon as reasonably practicable, but no later than six (6) months, following the Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.	

¹ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [4.35 – 4.44]

² Rebuttal evidence of Alastair Lovell, dated 8 September 2023 [4.1 – 4.4].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
RATN2A RATN2B	3A	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within ten (10) years from the date on which it is included in the AUP.	Reject reduced lapse date for RATN2A, RATN2B The Panel has recommended that the lapse periods for RATN2A and RATN2B be reduced from 15 to 10 years. AT rejects this recommendation. The Panel's justification for the recommendation is that the availability of funding under the HIF scheme provides greater certainty for the delivery of these corridors. Since the hearing, the HIF funding has been significantly scaled back from the figures previously shared in Mr Lovell's evidence ³ . With the current constrained funding environment and budget cuts being implemented across the public sector including Auckland Council, it is now highly unlikely that the next RLTP will allocate sufficient funding to deliver both arterial corridors within the next 10 years. Given the uncertainty of financing and current funding constraints, AT reaffirms the need for 15-year lapse periods for RATN2A and RATN2B and the conditions provide appropriate mechanisms and processes to mitigate uncertainty and other potential effects ⁴ .
W1 W2 W3 W4 RE1 RATN1 RATN2A RATN2B RATN2C HIFTR	3A	Lapse (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.	Reject reduced lapse date for RATN2A, RATN2B See above.
All	4	Network Utility Operators and Auckland Council (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects on the work authorised by the designation as the existing utility or park. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	Amendment by AT Condition 4 provides that Network Utility Operators with existing infrastructure and Auckland Council in relation to parks that are located within the designation will not be required to obtain written consent from the Requiring Authority for the activities listed in the condition. AT amends clause (iv) to clarify the nature of the effects referred to, and to remove the reference to parks given the potential scale of activities that could risk preventing or hindering the Projects. It is, however, appropriate to provide for upgrades and replacement of existing utilities anticipated within transport corridors as these are critical services.
All	6	Management Plans (a) Any management plan shall: (i) Be prepared and implemented in accordance with the relevant management plan condition and to achieve its objective or purpose; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.	Reject amendment to (i) The Panel recommends including "and to achieve its objective or purpose". The AT decision is to reject this addition on the basis that it is unnecessary as the individual management plan conditions already include such requirements. Amendment by AT Remove "other" as Mana Whenua are a Project partner.

³ Primary Evidence of Alistair Lovell, dated 2 August 2023 [5.17]

⁴ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [4.45 – 4.55].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
W3 W5	8A	(iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: ... Stakeholder Communication and Engagement Management Plan (SCEMP) (b) The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. To achieve the objective, the SCEMP shall include ... (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (vii) methods to manage avoid, remedy or mitigate the potential loss of visibility from public spaces and physical severance to businesses in the Business - Local Centre Zones, informed by engagement undertaken in accordance with Condition (i) and (ii) above. These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage. ... (viii) provision for a hardship fund to offset business costs or losses arising from the Construction Works on the operation of the business (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Council for information with the Outline Plan a minimum of ten (10) working days prior to the Start of Construction for a Stage of Work.	Reject amendment to (vii) The Panel recommends that "avoid, remedy or mitigate" is more appropriate than "manage" in clause (b)(vii). The AT decision is to reject this amendment as it is unnecessary. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. In this context, "manage" is more appropriate as this is an administrative process. Consideration of avoid, remedy or mitigate is used in other management plans that specifically address effects. Reject insertion of "physical" in (vii) The Panel recommends that severance is limited to "physical" severance. AT rejects the addition of "physical" as it is considered severance should encompass all forms of potential severance. Reject addition of clause (xi) The Panel proposes an additional clause relating to a hardship fund. AT rejects this recommendation and considers the Panel has not provided adequate justification for its inclusion and it is not mandated by current statutory requirements. Rejection of the recommendation does not preclude future consideration of such a fund. AT considers any additional support for businesses impacted by a Stage of Work is best considered on a case-by-case basis. In addition, compensation matters are provided for within the PWA. Amendment by AT to clause (b)(v) AT removes clause (b)(v) because the content is unnecessary as it duplicates requirements in (b)(iv). Amendment by AT to clause (c) AT has amended clause (c) consistent with the approach outlined in its written closing submissions. That is, that the SCEMP will be provided separate to the Outline Plan process and prepared prior to the start of construction. The proposed Stakeholder Communication and Engagement condition requires that the identification of stakeholders, directly affected properties and engagement methods must take place at least six months before detailed design, and it is a record of those matters that must be submitted at the Outline Plan stage (not the SCEMP). Previous wording was retained in error. AT also adopts the inclusion of "minimum" to clause (c), to be consistent with the Panel's recommendation for the other corridors. See above with respect to (b)(vi) and (vii) and (c).
S4 W1 W2 W4 RE1 RE2 R1 RATN1 RATN2A RATN2B	8A	Stakeholder Communication and Engagement Management Plan (SCEMP) (b) The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. To achieve the objective, the SCEMP shall include ... (vi) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (vii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;	

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
RATN2C HIFTR		(c) Any SCEMP prepared for a Stage of Work shall be submitted to the Council for information with the Outline Plan a minimum of ten (10) working days prior to the Start of Construction for a Stage of Work.	Accept in part - (c) removal of key. The Panel recommends the deletion of the word "key" in front of Stakeholders. The AT decision is to accept the removal of "key" in clause (c) and replace with "relevant." The reference to "relevant" stakeholders in the conditions is required because at this stage of a project, engagement should be focussed on those Stakeholders considered relevant to the Stage of Work. The ULDMP will be prepared by a Suitably Qualified Person who will be best qualified to advise on who the relevant stakeholders are that should be invited to participate in the development of the ULDMP.
All	9	Urban and Landscape Design Management Plan (ULDMP) [note some clauses have been relocated in clean sets] (c) Relevant stakeholders identified through the Condition 3B shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work. (d) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and (e) To achieve the objective set out in Condition 9(1), the ULDMP(s) shall provide details of how the project: (vii) Has responded to requests that could influence detailed design matters identified through the Land Use Integration Process condition (Condition 2A); (f) The ULDMP(s) shall include: (iii) Landscape and urban design details – that cover the following: E. Landscape treatment and planting of permanent stormwater control wetlands and swales ... J. Reinstatement of features to be retained such as: a. boundary features; b. landscaping; c. driveways; d. accessways; and e. fences; and f. site utilities. (g) The ULDMP shall also include the following planting details and maintenance requirements: (i) Planting design details including: a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (where relevant) and Ecological Management Plan*. Where practicable, mature trees and native vegetation should be retained; ... d. Planting of stormwater wetlands;	Reject – (f)(iii)(j) site utilities. The Panel recommends including "site utilities" as an example of features to be re-instated. The AT decision is to reject the addition of "site utilities" in (f)(iii)(j) as the list of features to be re-instated is inclusive so it is unnecessary to list every feature. In addition, AT notes that reinstatement of utilities is provided for under the PWA. Reject - (g)(iii) irrigation and plant replacement. The Panel recommends including "irrigation" and "plant replacement (due to theft or plants dying)" into the list of detailed specifications. AT rejects this recommendation as the list of features is inclusive so it is unnecessary to list every feature. AT also considers that plant replacement is already addressed in the lead in sentence that captures "planting details and maintenance requirements". Maintenance of landscaping will also be guided by the NZTA Landscape Guidelines which the ULDMP will be prepared in general accordance with. Accept – removal of advice note (front yard setback) The Panel recommends deleting the advice note to the ULDMP. AT accepts the deletion of the advice note. Amendments by AT AT has amended the condition to improve clarity and to remove reference to Condition 3B in clause (c). The ULDMP is prepared by a Suitably Qualified Person, who is best positioned to identify relevant stakeholders. *AT notes that the reference to the "Ecological Management Plan" is not included in the ULDMP condition for the HIFTR, W5 and RE2 corridors. AT has also removed the reference to "planting of stormwater wetlands" in clause (g)(i)(d) and instead inserted "planting" in clause (f)(iii)(E) to avoid duplication, and has corrected an incorrect date in the Waka Kotahi Landscape Guidelines. The ULDMP condition has also been separated into three separate conditions and some clauses relocated in the clean sets for ease of implementation. To ensure that there is a link between the three ULDMP conditions, the phrase "set out in Condition 9(1)" has been added (with updated numbering in the clean sets).



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough) e. Identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Conditions 21B)* and Tree Management Plan (Condition 22); ... (iii) Detailed specifications relating to the following: ... f. Irrigation; and g. Plant replacement (due to theft or plants dying).	
All		Flood Hazard For the purpose of Condition 10: ... (d) Flood prone area – means a potential ponding areas that may flood and commonly comprised of topographical depression areas. These areas can occur naturally or as a result of constructed features which act as embankments when stormwater outlets are blocked. Flood-prone areas typically include depressions formed by road/railway/motorway embankments built across natural gutties.	Accept – removal of ARI in definitions The Panel recommends deleting the definition of ARI. The Panel is correct that this is not a term that is subsequently used in the flood hazard condition and its deletion is accepted by AT. Amendment by AT to the definition of flood prone area. AT is amending the definition of "flood prone area" to provide some additional clarification and to be consistent with the Auckland Council GIS definition.
All	10	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm within the designation or upstream or downstream of the designation; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 500mm (to maintain a minimum freeboard of 500mm); within the designation or upstream or downstream of the designation; (iii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm within the designation or upstream or downstream of the designation; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors with a freeboard of over 300mm (to maintain a minimum freeboard of 300mm) within the designation or upstream or downstream of the designation; (v) no increase in a 1% AEP flood level except where the increase in level occurs within a well-defined stream cross-section and the increase will not increase the flood plain extent; (vi) existing or new overland flow paths shall be diverted away from private properties and discharge to a suitable location so that there is no increase in flood levels in a 1% AEP event downstream. Overland flow paths shall be kept free of obstructions; (vii) Maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (viii) no new flood prone areas; and (ix) no increase of flood hazard class for the main vehicle and pedestrian access route to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 5 to these conditions.	Reject amendments to condition. The Panel has recommended changes to the Flood Hazard condition to align with the Healthy Waters version of the conditions along with some amendments. AT rejects these changes and (except for the amendment discussed below) retains the version of the condition proposed in its Memorandum of Counsel dated 22 December 2023 for the reasons explained in both that Memorandum and Closing Submissions.⁵ Amendment by AT to clause (a)(ix) AT is amending this clause to improve clarity by capitalising "Flood Hazard" and to make it clear that the requirement relates to both the main "vehicle" and "pedestrian" route. AT are removing the numerical threshold values and replacing it with a requirement to not increase the Flood Hazard class, to improve the workability of the condition whilst achieving a similar outcome. Schedule 5 has been added to set hazard classifications aligned with (Smith et al., 2014).

⁵ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [15.3] – [15.15]; Memorandum of Counsel dated 22 December 2023, at [7.1 – 7.5].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
All	11	(additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough) Where Flood Hazard is: • velocity > depth > 0.6 or • depth > 0.5 or • velocity > 2m/s (b) Compliance with <u>this</u> condition (a) shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (i) proposed horizontal and vertical alignments of the road design; and (ii) all stormwater, drainage and mitigation infrastructure proposed to service the road construction. (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome. (d) The capacity of the designation's stormwater management network to drain surface water from private properties shall not be reduced or if reduced is appropriately accommodated by other means Advice Note: Consultation with Auckland Council Healthy Waters (or its equivalent) to identify opportunities for collaboration on catchment improvement projects shall be carried out at the detailed design stage. Existing property access (a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowners and occupiers regarding the required changes. The Outline Plan shall demonstrate how safe efficient and effective access to the transport corridor, and on-site parking and manoeuvring, will be provided, unless otherwise agreed with the affected landowner. (a) Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.	Amendments by AT AT has revised the wording of this condition to improve clarity and add the phrase "reconfigured or alternate access". AT has also changed 'agreed' to 'addressed' as changes to access may not require a formal agreement; this may depend on the nature of the change and whether land acquisition is required under the PWA. Reject insertion of "on-site parking and manoeuvring." The Panel recommended amending this condition so that it reads "... safe efficient and effective access to the transport corridor, and on-site parking and manoeuvring will be provided..." AT rejects the addition of "on-site parking and manoeuvring" as the insertions are unnecessary for the reasons provided in the Closing Legal Submissions.⁶ Reject insertion of "efficient and effective." AT rejects the addition of "efficient and effective access to the transport corridor" on the basis that it is unnecessary for the reasons explained in Closing Legal Submissions and the evidence of Ms Seymour.⁷

⁶ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [14.8]

⁷ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [13.10] and [14.8]; and Rebuttal evidence of Michelle Seymour, dated 8 September 2023, at [3.15].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	12	Construction Environmental Management Plan (CEMP) (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: ... (iii) details of the proposed construction yards including temporary screening when adjacent to Residential zones; (iv) details of the proposed locations of refuelling activities and construction lighting; ... (x) Location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; ...	Accept addition to clause (iv) The Panel recommends amending "residential areas" to "residential zones" in clause (b)(iv), which is accepted by AT. Amendment by AT AT has made administrative amendments to condition 12(b) to separate out locations of refuelling activities from clause (v) to clause (x)
All	15	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. (b) The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. To achieve the objective, {The CMP shall include: ...	Amendment by AT Minor wording improvement.

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications																					
All	16	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: ... (vi) methods to maintain vehicle access parking and manoeuvring to and within property and/or private roads where practicable, or to provide alternative vehicle access parking and manoeuvring arrangements when it will not be, including details of how access parking is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access parking and manoeuvring is directly affected shall be undertaken in accordance with Condition 3B of the SEMP. (vii) details of how the loading and unloading of goods will be provided for; (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/ public/ stakeholders/ emergency services); (x) auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version; (xi) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (xii) details of any measures proposed to be implemented in the event of thresholds identified in (xi) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version.	Reject additions to clause (vi) (vi) – “Vehicle” access. The Panel recommends inserting “vehicle” in front of “Access”. AT does not intend to limit the CTMP to vehicle access and rejects this recommendation. This retains flexibility for other modes of transport (such as active modes). Reject additions to clause (vi) – “parking and manoeuvring” to and within property ... “parking and manoeuvring” arrangements The Panel recommends including references to “parking and manoeuvring” into the CTMP. AT does not accept that the CTMP should in all instances require maintenance of parking and manoeuvring areas within private property. It notes this is a matter that will generally also be considered under the PWA. Amendment by AT to clause (vi) and (vii) AT has relocated the reference to the loading and unloading of goods from a standalone clause to clause (vi) to recognise the link between access and loading areas, and has corrected a reference from Condition 3B to the SEMP. AT has also deleted the word “access” in the requirement to provide alternative arrangements where access will not be maintained to improve workability of the condition. Amendment proposed by AT to clause (c) and (b)(x) AT has relocated clause (c) from (b)(x)																					
All	17	Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: Table 17.1: Construction noise standards <table border="1"> <thead> <tr> <th>Day of week</th><th>Time period</th><th>L_{eq}(10min)</th><th>L_{Amax}</th></tr> </thead> <tbody> <tr> <td colspan="4">Occupied activity sensitive to noise</td></tr> <tr> <td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr> <tr> <td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr> <tr> <td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr> <tr> <td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr> </tbody> </table>	Day of week	Time period	L _{eq} (10min)	L _{Amax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Amendment by AT AT has amended the 55dB reference in Saturday 06:30 – 07:30 to 45dB to correct the error
Day of week	Time period	L _{eq} (10min)	L _{Amax}																					
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All	18	Table 18.1 Construction vibration criteria-<u>Standards</u> <table border="1"> <thead> <tr> <th>Receiver</th><th>Details</th><th>Category A ⁺</th><th>Category B ⁺⁺</th></tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 0630h - 2000h</td><td>0.3mm/s ppv</td><td>2mm/s ppv</td></tr> <tr> <td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td rowspan="2">Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td>At all other times</td><td>Tables 1 and 3 of DIN4150-3:1999</td><td></td></tr> </tbody> </table> ⁺Category A criteria adopted from Rule E25.6.30.1 of the AUP ⁺⁺Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime Where compliance with the vibration standards set out in Table 18.1 is not practicable, the methodology in Condition 20 shall apply. b. Where compliance with the noise standards set out in Table 17.1 is not practicable, the methodology in Condition 20 shall apply.	Receiver	Details	Category A ⁺	Category B ⁺⁺	Occupied Activities sensitive to noise	Night-time 0630h - 2000h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	At all other times	Tables 1 and 3 of DIN4150-3:1999		Amendment by AT Minor administrative amendments.
Receiver	Details	Category A ⁺	Category B ⁺⁺																		
Occupied Activities sensitive to noise	Night-time 0630h - 2000h	0.3mm/s ppv	2mm/s ppv																		
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Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																		
	At all other times	Tables 1 and 3 of DIN4150-3:1999																			
All	20	Schedule to a CNVMP ...	Amendments by AT The references to certification of the CNVMP Schedule have been removed from the definition, as the certification process is best placed in this Schedule to a CNVMP condition rather than the																		

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. To achieve the objective, the Schedule shall include details such as: ... (d) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received.	definition. Accordingly, clause (c) of the definition has been relocated to this condition to sit alongside the existing certification requirements. AT has also made a drafting improvement to (b).
All	21	Historic Heritage Management Plan (HHMP) ... (e) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion. Accidental Discoveries Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.4 of the AUP for "Accidental Discovery" as they relate to both contaminated soils and heritage items. Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.	Amendment by AT AT has deleted clause (c) because: - The actions to avoid, remedy and mitigate adverse effects on historic heritage are set out in the HHMP inclusions in 21(b). The HHMP will be submitted through the Outline Plan process. - Monitoring and reporting actions are inherent in 21(b); it is not necessary to then condition a subsequent administrative process. This deletion is consistent with other management plan conditions (e.g. TMP, CNVMP, EMP) which also include monitoring and reporting actions but do not condition a subsequent administrative process. AT amends the advice note to remove duplication and improve clarity regarding accidental discoveries.
W1 W2 W3 W4 R1 RE1 S4 RATN1 RATN2A RATN2B RATN2C	21A	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by: (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule 2</i> are still present; and (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be as determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 5 to these conditions (or subsequent updated version of the table). (iii) If the ecological survey confirms the presence of ecological features species of value in accordance with Condition 21A(a)(i) and that effects are likely in accordance with Condition 21A(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 21B for these areas (Confirmed Biodiversity Areas).	Amendment by AT to clause (a)(ii) AT has amended clause (a)(ii) to acknowledge that Table 10 may be updated in future versions of the Guidelines and if the threshold for mitigation changes, there will be a requirement to provide mitigation in accordance with those updates. Amendment by AT to clause (a) AT amends the wording to improve clarity, and amends (b) to use wording consistent with the clause it refers to.
RATN1 RATN2A RATN2B RATN2C	21B	Ecological Management Plan (EMP) ... (b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods that will be used to achieve the objective which may include: ...	Amendment by AT AT amends the wording to improve clarity.
W1	21B	Ecological Management Plan (EMP)	Amendment by AT

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
W2 W3 W4 S4 R1 RE1		(additions to conditions are in bold and underlined and rejections are in bold and strikethrough) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in <u>confirmed through Condition 21A</u>) prior to the Start of Construction for a Stage of Work. (b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. <u>To achieve the objective</u>, the EMP shall set out the methods that will be used to achieve the objective which may include: W3, R1, W1, W2, W4 and S4 only: i. <u>If an EMP is required in accordance with Condition 21A(b) for the presence of long tail bats:</u> D. <u>Details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and lineframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of funding, measures to manage the effects of light spill on bat connectivity as far as practicable.</u>	AT amends the wording to improve clarity.
All	22	Tree Management Plan (TMP) ... (b) <u>To achieve the objective,</u> the TMP shall: To achieve the objective, the TMP shall: ...	Amendment by AT. AT amends clause (c) to be consistent with other management plans and to correct an error.
All	23	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. <u>To achieve the objective,</u> the NUMP shall include methods to: ... (iv) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; <u>and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u> ... (e) <u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.</u> (f) <u>The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design, where practicable.</u>	Amendment by AT AT amends clause (b) to be consistent with other management plans and to update (iv) as the AS/NZS 2885 Pipelines – Gas and Liquid Petroleum standard was excluded in error. AT deletes clause (e) as it is not required on AT transport corridors given integration is already provided for through the LIP condition. It also includes new clause (f) to ensure that opportunities to coordination with Network Utility Operators during detailed design where practicable is considered in development of the NUMP.
All	23	Low Noise Road Surface (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (b) <u>The asphaltic concrete surface shall be maintained to retain the noise reduction performance of the surface established in accordance with (a).</u>	Reject amendment to clause (b) The Panel recommends inserting a new clause that requires the asphaltic concrete surface to be maintained to retain the noise reduction performance of the surface. AT rejects the insertion of clause (b). It is impractical to retain the noise reduction performance of the original surface on an ongoing basis as original road surfaces inherently degrade over time. Resurfacing decisions must take into account the whole-of-life cost of assets, as well as ensuring equitable resource allocation.

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications												
All	24A	Where the Project passes through areas with a residential or future urban zoning, noise barriers shall be erected where they can be demonstrated to provide the Best Practicable Option for the control of road traffic noise having regard to the future residential use of the adjoining land.	AT also notes that resurfacing can result in an improvement in road noise performance. AT considers this matter has been appropriately considered in the closing legal submissions⁸. Reject additional condition The Panel recommends a new condition relating to noise barriers. AT rejects the recommended additional condition and notes that the proposed conditions on the designations appropriately provide for assessing road traffic noise during detailed design. This has been discussed extensively through the evidence⁹ provided by AT and the legal submissions.¹⁰ AT notes that the majority of the NoRs are upgrades to existing noisy roads. Sections of new roads and upgrades to existing roads will be low-speed urban arterials. At Implementation, AT has proposed designation conditions that require the implementation of a low noise road surface which will benefit both existing and future receivers. The proposed conditions also provide for the Best Practicable Option (beyond road surface material if required and appropriate) to be assessed as part of detailed design, for those PPFs set out in the relevant schedule of the proposed designation conditions. Reject deletion of Future Resurfacing Work condition The Panel recommends deleting the Future Resurfacing Work condition. AT rejects this recommendation. As explained in closing legal submissions, these criteria set out when the low noise road surface will be implemented. The criteria are drawn from the AT Reseal Guidelines and the condition also reflects AT's commercial and operational requirements. Resurfacing decisions must take into account the whole-of-life cost of assets, as well as ensuring equitable resource allocation. AT must consider its responsibility to future residents, and this goes beyond noise impacts and must take into account cost to ratepayers. These issues are particularly relevant to the AT corridors as the road surfaces are more likely to require the entire road pavement to be upgraded (rather than just the road surface). If future arterial corridors meet the criteria set out in the condition, then they will continue to be resealed in asphaltic concrete (or equivalent low noise road surface). AT proposed amendment to clause (a) Administrative amendment to refer to any updated version of the AT Reseal Guidelines. Amendment by AT See explanation in the Pre-Construction Ecological Survey condition above for the rationale for this additional schedule.												
All	24B	Future Resurfacing Work a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing for equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24B(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.													
NoR S4 NoR W1 NoR W2 NoR W3 NoR W4 NoR RE1 NoR R1 NoR RATN1 NoR RATN2a	New Schedule	Schedule 5: Table 10 of the 2018 EIANZ Guidelines Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011)) <table><tr><th>Ecological Value →</th><th>Very high</th><th>High</th><th>Moderate</th><th>Low</th><th>Negligible</th></tr><tr><th>Magnitude ↓</th><td></td><td></td><td></td><td></td><td></td></tr></table>	Ecological Value →	Very high	High	Moderate	Low	Negligible	Magnitude ↓						
Ecological Value →	Very high	High	Moderate	Low	Negligible										
Magnitude ↓															

⁸ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [16.13 - 16.16].

⁹ Rebuttal Evidence of Claire Drevery dated 8 September 2023 [4.1 - 4.7].

¹⁰ Opening Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 14 September 2023 [10.87].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)	Reason for modifications																																				
NoR RATN2b NoR RATN2c		<table><tr><th>Very high</th><th>Very high</th><th>Very high</th><th>High</th><th>Moderate</th><th>Low</th></tr><tr><td>High</td><td>Very high</td><td>Very high</td><td>Moderate</td><td>Low</td><td>Very low</td></tr><tr><td>Moderate</td><td>High</td><td>High</td><td>Moderate</td><td>Low</td><td>Very low</td></tr><tr><td>Low</td><td>Moderate</td><td>Low</td><td>Low</td><td>Very low</td><td>Very low</td></tr><tr><td>Notifiable</td><td>Low</td><td>Very low</td><td>Very low</td><td>Very low</td><td>Very low</td></tr><tr><td>Positive</td><td>Net gain</td><td>Net gain</td><td>Net gain</td><td>Net gain</td><td>Net gain</td></tr></table>	Very high	Very high	Very high	High	Moderate	Low	High	Very high	Very high	Moderate	Low	Very low	Moderate	High	High	Moderate	Low	Very low	Low	Moderate	Low	Low	Very low	Very low	Notifiable	Low	Very low	Very low	Very low	Very low	Positive	Net gain	Net gain	Net gain	Net gain	Net gain	
Very high	Very high	Very high	High	Moderate	Low																																		
High	Very high	Very high	Moderate	Low	Very low																																		
Moderate	High	High	Moderate	Low	Very low																																		
Low	Moderate	Low	Low	Very low	Very low																																		
Notifiable	Low	Very low	Very low	Very low	Very low																																		
Positive	Net gain	Net gain	Net gain	Net gain	Net gain																																		
All	New schedule	Schedule 5 Flood Hazard Class The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds. The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate. Source: Australian Rainfall and Runoff, Book 6, 2019	Amendment by AT See explanation in the Flood Hazard condition above for the rationale for the additional schedule.																																				



Appendix G – Auckland Transport’s Modifications to NoR W5 conditions (clean)

[# Council to allocate #] – Hobsonville Road

Designation Number	1437
Requiring Authority	Auckland Transport
Location	Hobsonville Road, Hobsonville
Rollover designation	No.
Legacy Reference	N/A
Lapse Date	Given effect to (i.e no lapse date)

Purpose

Transport Corridor

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level Includes:

	- schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above Excludes: - care centres; and - tertiary education facilities
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
LIP	Land Use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Te Kawerau ā Maki (b) Ngāti Whātua o Kaipara (c) Te Ākitai Waiohū Note: other iwi and hapū not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 6, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies;

	(d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) network utility operators
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	Where an outline plan of works is submitted in accordance with s176A of the Act, prior to commencing the project of work, that plan shall be accompanied by: (a) a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the Plan; and (b) an assessment of the effects the works described in the outline plan will have on the environment. <i>Explanation:</i> While it is accepted that the project or works will be (or should be) in accordance with the designated purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist it in determining whether to request changes.
2.	Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site. <i>Explanation:</i> This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 2. <i>Note:</i> That major earthworks may require a regional consent from the Auckland Council.
	Conditions 3 - 43 of this designation shall only apply to the work described in the Project Description and the altered area identified in Concept Plan in Schedule 1.
3.	Activity in General Accordance with Plans and Information (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
4.	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

5.	Land use Integration Process (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 4 (b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 5(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; E. traffic noise modelling contours; and F. outputs from any flood modelling. (ii) Potential modifications to the extent of the designation in response to information received through Condition 5 (b)(ii); (iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
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6.	Stakeholder Communication and Engagement (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 6(a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
7.	Designation Review As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
8.	Network Utility Operators and Auckland Council (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
9.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan

	Flood Hazard For the purpose of Condition 10: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
10.	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 2 to these conditions. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the addressed landowner.

12.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 12 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods to manage the potential loss of visibility from public spaces and severance to businesses in the Business - Local Centre Zones, informed by engagement undertaken in accordance with Condition 13(b)(i) and (ii). These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage. (vii) methods and timing to engage with owners and occupiers whose access is directly affected; (viii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 13(b)(i) and (ii) above; and (ix) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.

14.	Network Integration Management Plan (NIMP) (a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including both design, management and operational matters.
15.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, the Stakeholder Communication and Engagement Management Plan and Historic Heritage Management Plan, and the CMP referred to in Condition 21 (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 15(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
16.	Urban and Landscape Design Management Plan (ULDMP) (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 15 may be reflected in the ULDMP. (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

17.	(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 5) (vi) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) NZTA Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) NZTA Landscape Guidelines (2018) or any subsequent updated version; (iv) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
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18.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 27); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (where relevant). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. identification of any planting requirements under the TMP (Condition 28); E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Specific Outline Plan requirements	
Construction conditions	

19.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
20.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

21.	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.
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22.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 22(b)(ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version
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23.	Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: Table 23-1 Construction Noise Standards <table border="1"> <tr> <th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AFmax}</th></tr> <tr> <td colspan="4">Occupied activity sensitive to noise</td></tr> <tr> <td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr> <tr> <td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr> <tr> <td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr> <tr> <td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr> <tr> <td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr> <tr> <td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr> <tr> <td colspan="4">Other occupied buildings</td></tr> <tr> <td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr> <tr> <td>1800h – 0730h</td><td>75 dB</td><td></td></tr> </table> (b) Where compliance with the noise standards set out in Table 23-1 is not practicable, the methodology in Condition 26 shall apply.	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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	1800h – 0730h	75 dB																																																									

24.	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable. Table 24-1 Construction Vibration Standards <table border="1"> <tr> <th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B**</th></tr> <tr> <td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>2mm/s ppv</td></tr> <tr> <td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr> <tr> <td>All other buildings</td><td>At all other times</td><td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td></tr> </table> * Category A criteria adopted from Rule E25.6.30.1 of the AUP ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime (b) Where compliance with the vibration standards set out in Table 24-1 is not practicable, the methodology in Condition 26 all apply	Receiver	Details	Category A*	Category B**	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
Receiver	Details	Category A*	Category B**																	
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	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																		

25.	Construction Noise and Vibration Management Plan (CNMVP) (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 23 and 24 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 23 and/or vibration standards Condition 24 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
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26.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
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27.	Historic Heritage Management Plan (HHMP) (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 15 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP
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28.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (b) To achieve the objective, the TMP shall: (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 28(b)(i) above. This may include: A. any opportunities to relocate existing trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 18); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 28(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
29.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines, and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall include methods (including timing) to protect and where required safely relocate the International Cable. (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (e) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (f) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (g) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (h) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
	Operational conditions
30.	Low Noise Road Surface (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.

31.	Future Resurfacing Work (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31 (a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 32 to 43: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 3: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 30; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
32.	The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 32 to 43 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
33.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 3: PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 30 may be (or be part of) the Selected Mitigation Option(s).

34.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
35.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
36.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
37.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
38.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
39.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 38 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 38 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
40.	Subject to Condition 39 above, within six months of the assessment undertaken in accordance with Condition 38, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
41.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

42.	Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
43.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Attachments



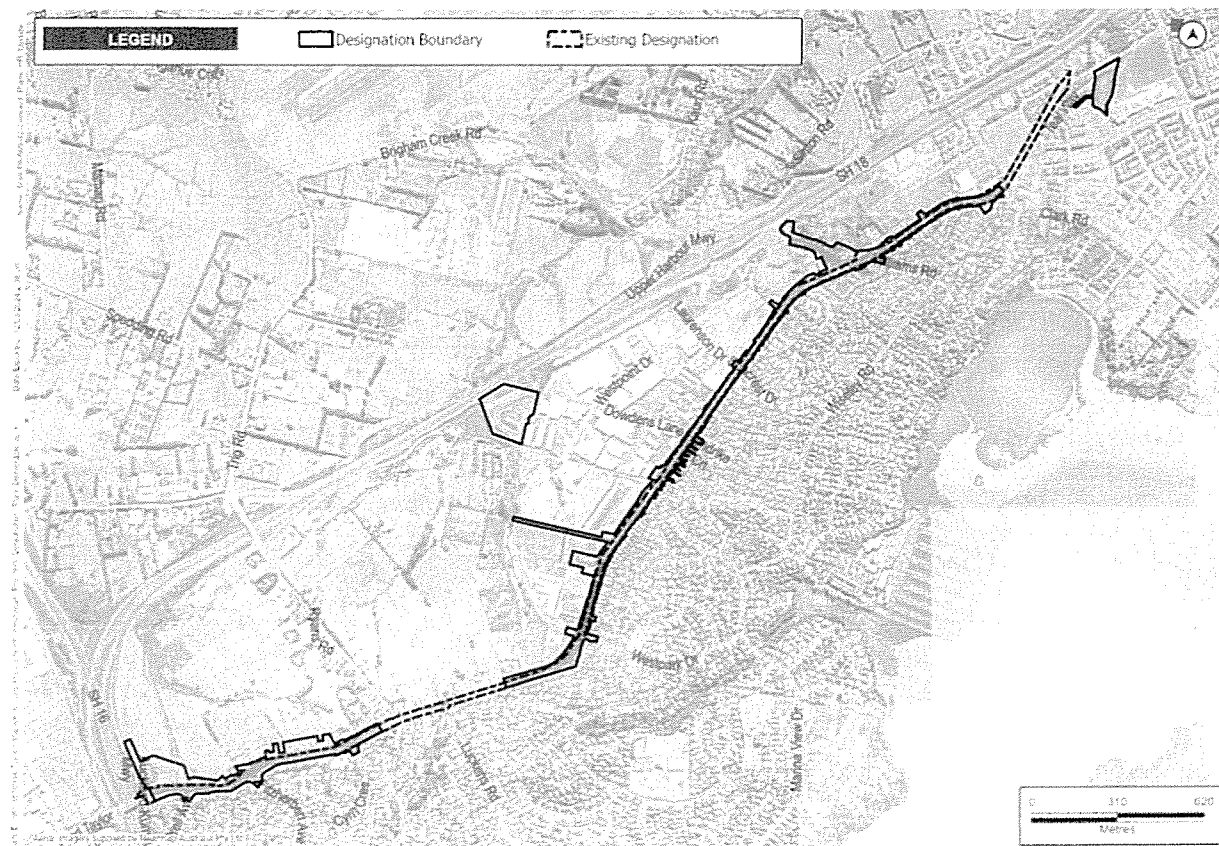
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to a transport corridor in Whenuapai, from Oriel Avenue to Trig Road (South) and from Trig Road (South) to the intersection with Memorial Park Lane, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

Concept Plan



The first part of the paper discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial system and for providing a clear audit trail. The second part of the paper examines the various methods used to collect and analyze data, highlighting the strengths and weaknesses of each approach. The third part of the paper focuses on the development of effective communication strategies, which are crucial for ensuring that all stakeholders are kept informed and engaged. Finally, the paper concludes with a series of recommendations for improving the overall performance of the organization.

In the first section, we explore the challenges faced by organizations in maintaining accurate records. This includes issues such as data entry errors, incomplete information, and the lack of standardized procedures. We then discuss the various methods used to collect and analyze data, including surveys, interviews, and focus groups. Each method has its own set of strengths and weaknesses, and it is important to choose the right method for the specific needs of the organization.

The third section of the paper focuses on the development of effective communication strategies. This involves identifying the key stakeholders, understanding their needs, and developing a clear and concise message. It also involves choosing the right communication channels and ensuring that the message is delivered in a timely and effective manner. Finally, the paper concludes with a series of recommendations for improving the overall performance of the organization.

**Appendix O – Auckland Transport’s Modifications to NoR
TRHIF conditions (clean)**

[# Council to allocate #] – Trig Road Corridor Upgrade (HIF)

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

The construction, operation and maintenance of a transport corridor.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level Includes:

	- schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above Excludes: - care centres; and - tertiary education facilities
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
LIP	Land Use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Te Kawerau a Maki (b) Ngāti Whātua o Kaipara (c) Te Ākitai Waiohū Note: other iwi and hapū not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies;

	(d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) network utility operators
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	Activity in General Accordance with Plans and Information (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3.	Land use Integration Process (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2 (b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; E. traffic noise modelling contours; and F. outputs from any flood modelling. (ii) Potential modifications to the extent of the designation in response to information received through Condition 3 (b)(ii); (iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
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4.	Stakeholder Communication and Engagement (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 4(a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
5.	Designation Review As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
7.	Network Utility Operators and Auckland Council (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
8.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan

	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
9.	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 2 to these conditions. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.

11.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.

13.	Network Integration Management Plan (NIMP) (a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including both design, management and operational matters.
14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, the Stakeholder Communication and Engagement Management Plan and Historic Heritage Management Plan, and the CMP referred to in Condition 20 (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
15.	Urban and Landscape Design Management Plan (ULDMP) (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP. (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (vi) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) NZTA Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) NZTA Landscape Guidelines (2018) or any subsequent updated version; (iv) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
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17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as fencing, wayfinding, signage and lighting; incorporating measures to minimise, to the greatest extent practicable, light spill and glare effects on RNZAF Base Auckland aircraft operations; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; incorporating measures to minimise, to the greatest extent practicable, the risk of bird strike on RNZAF Base Auckland aircraft operations; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP (where relevant). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. identification of any planting requirements under the TMP (Condition 27); E. integration of any planting requirements required by conditions of any resource consents for the project; and F. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Specific Outline Plan requirements	

Construction conditions	
18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
19.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.
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21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 21(b)(ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version
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22.

Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 22-1 Construction Noise Standards

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

- (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.

23.

Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table 23-1 Construction Vibration Standards

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

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

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

- (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply

24.	Construction Noise and Vibration Management Plan (CNMVP) (a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work. A CNMVP shall be implemented during the Stage of Work to which it relates. The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. (b) To achieve the objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNMVP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNMVP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNMVP.
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25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
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26.	Historic Heritage Management Plan (HHMP) (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP
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27.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (b) To achieve the objective, the TMP shall: (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 27(b)(i) above. This may include: A. any opportunities to relocate existing trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 27(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
28.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines, and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
	Operational conditions
29.	Low Noise Road Surface (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.

30.	Future Resurfacing Work (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 30 (a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 31 to 42: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 3: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 3: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 29; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
31.	The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 42 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
32.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 3: PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation Option(s).

33.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
35.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
36.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
37.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
38.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 37 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 37 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
39.	Subject to Condition 38 above, within six months of the assessment undertaken in accordance with Condition 37, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
40.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

41.	Subject to Condition 38, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 40 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 38 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
42.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Attachments

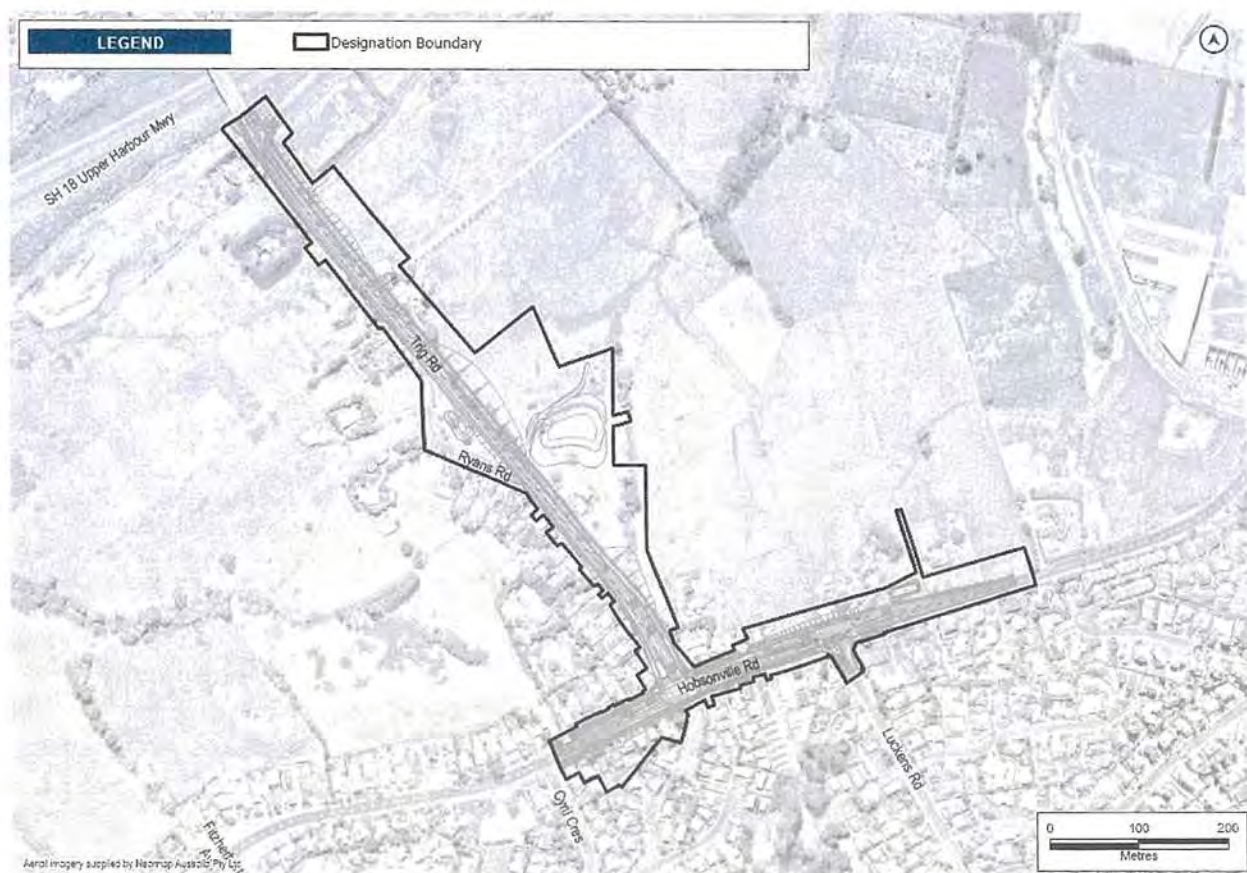
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor on Trig Road in Whenuapai between State Highway 18 and Hobsonville Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

Concept Plan



Attachment 3: A list of persons to be served with a copy of this notice

Auckland Transport: Care of:

- Megan Exton megan.exton@supportinggrowth.nz
- Holly Atkins holly.atkins@at.govt.nz

Auckland Council: Care of:

- Manager Regulatory Litigation, Legal and Risk, Private Bag 92300, Auckland 1142
- Bronnie.Styles@aucklandcouncil.govt.nz
- unitaryplan@aucklandcouncil.govt.nz

The submitters listed in the attached schedule.

Alteration to designation 1437 Hobsonville Road (NoR W5)					
NoR	Sub #	Submitter Name	Agents name	Address for Service	
W5	1	Willem van der Steen		wvds@outlook.com	
W5	2	Cynthia Cruz		willemvdsteen+cynthiacruz@gmail.com	
W5	3	ACCR Holdings	Attn: Veronica Donaldson	veronica.donaldson@gmail.com	
W5	4	Rizheng Zeng		mizeng23@gmail.com	
W5	5	Lydia Lin		drydialin@hotmail.com	
W5	6	Aaron Schiff		aschiff26@gmail.com	
W5	7	Nigel Brock		nsbrock@outlook.com	
W5	8	Adam Schofield		adam.schofield.053@gmail.com	
W5	9	Carolyn Jane Day and Aaron James Day		dayfamily@outlook.co.nz	
W5	10	Rohan Keshavan Kuttuva		k7rohan@gmail.com	
W5	11	Preyanka Malli Ganeshbabu		pgaspirant19@gmail.com	
W5	12	National Mini Storage Limited	Caroline Plowman CEO c/- Michael Campbell	caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz	
W5	13	Hobsonville Villas	Joe and Terri Baxendale	jandt.hmm@gmail.com	
W5	14	Jeffery Spearman		jeff@spearman.co.nz	
W5	15	Miss Judith Anne Fearon (Anne)		jannefeareon@gmail.com	
W5	16	Spark New Zealand Trading Limited (Spark)	Attn: Chris Horne	chris@incite.co.nz	
W5	17	Tsz Yeung YAU		Py18@msn.com	
W5	18	Waitakere Licensing Trust	Peter Walkinshaw c/- Attn: Michael Campbell, Campbell Brown Planning	michael@campbellbrown.co.nz	
W5	19	BW Holdings Limited (the Company)	Attn: Vern Warren	vwarren@planningnetwork.co.nz	
W5	20	Ministry of Education	Gemma Hayes	gemma.hayes@education.govt.nz	
W5	21	393 Ltd and Upper Harbour Medical centre	Dr Nicola Marris Dr Stuart Farmer Dr Jennifer Lea	nicolamarris@gmail.com	
W5	22	W L McMurray and A L McMurray		billandange@gmail.com	
W5	23	Oyster Capital Limited	Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	
W5	24	Moors Holdings Limited	Attn: P Shannon C/-Turner Hopkins	phil@turnerhopkins.co.nz	
W5	25	Monsur Rahman	Attn: John Dare	john@dare.co.nz	
W5	26	Hobson Lifestyle	Mary Therese Oconnor	o_connormary@hotmail.com	

W5	27	General Distributors Limited	Attn: Harriett Morrow c/- Russell McVeagh	harriett.morrow@russellmcveagh.com
W5	28	Halmer Searle		him4him@live.com
W5	29	Isabelle Kuan		isabelle.hs.kuan@gmail.com
W5	30	Yew Chong Kuan		yc.kuan@nicepack.co.nz
W5	31	Maurice and Beverley Brett	Attn: Kathryn Torkington	designed@personalityplans.co.nz
W5	32	Jiang Wu	Attn: J WU	xiaoyu4499@gmail.com
W5	33	Viscount Investment Corporation Limited	Attn: Chad Cathcart	c.cathcart@crownapg.com
W5	34	Ngoc Thi Nguyen		rubynghuyen16@gmail.com
W5	35	Ivana Kuan		ivana.kuan00@gmail.com
W5	36	Lesley Grace Mayer		lesley.mayer@nzdf.mil.nz
W5	37	CDL Land New Zealand Limited	Attn: Kay Panther Knight	kay@formeplanning.co.nz
W5	38	The Saint Johns College Trust Board	Attn: Clare Covington	c.covington@harrisingrierson.com
W5	39	Michele Moana Going and Stephen Andersen		michele.going@xtra.co.nz
W5	40	GR & CC McCullough Trustee Limited	Attn: Burnette O'Connor C/- The Planning Collective Limited	burnette@thepc.co.nz
W5	41	Austino New Zealand Limited	Attn: Clare Covington	c.covington@harrisingrierson.com
W5	42	Corinthian Properties Ltd	c/- Harrison Grierson Consultants Limited	zane@keaprop.co.nz
W5	43	Pushpa Kumar Kurra	Attn: Zane Gifford	kvmpushpakster@gmail.com
W5	44	Katherine Mary Duncan		mjduncan@xtra.co.nz
W5	45	Heritage New Zealand Pouhere Taonga		PlannerNR@heritage.org.nz
W5	46	Barbara Louisa Buckler		m.buckler@xtra.co.nz
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W5	48	Monique and Colin Bowring		moniquemicheline@yahoo.co.nz
W5	49	Ernie Jong Eon Park		erniepark777@gmail.com
W5	50	Teresa Pattinson		pattinson@maxnet.co.nz
W5	51	CDC Data Centres NZ Limited	Attn: Karl Cook c/- Barker & Associates	karlc@barker.co.nz
W5	52	Tae Kim		room4kim@gmail.com
W5	53	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz
W5	54	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz
W5	55	Stride Property Limited	Attn: Bianca Tree c/- MinterEllisonRuddWatts	bianca.tree@minterellison.co.nz

W5	56	The National Trading Company of New Zealand Limited	Attn: Daniel Sadlier	dsadlier@ellisgould.co.nz
W5	57	NZRPG	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz
W5	58	Kings Height Group	Kestor Ko	kester@rockhopper.co.nz
W5	59	Linda Cheng		2chenglan@gmail.com
W5	60	Kāinga Ora Homes and Communities	Attn: Jennifer Chivers	developmentplanning@kaingaora.govt.nz
W5	61	Courtney-Lee and Raviel Singh		courtneyleecroad@gmail.com
W5	62	Mark David Roseingrave		markroseingrave0@gmail.com
W5	63	Padmaja Maruvada		padmaja.maruvada@gmail.com
W5	64	Janntte Helen MacLean		janjan149b@outlook.co.nz
W5	65	Ross Thomas		ross5thomas@gmail.com

Trig Road Corridor Upgrade (NoR HIFTR)					
NoR	Sub #	Submitter Name	Agents name	Address for Service	
HIFTR	1	Marvin Rey Garcia		marvinrey.garcia@gmail.com	
HIFTR	2	Hsiu Ho Lin c/- Joe Liu		seitale@gmail.com	
HIFTR	3	Ministry of Education	Gemma Hayes	gemma.hayes@education.govt.nz	
HIFTR	4	Alex Robin Nieuwenhuis		alexnewy5@gmail.com	
HIFTR	5	Peixia Feng		kellyfung88@hotmail.com	
HIFTR	6	West Harbour Cattery	Peixia Feng	info@cathotel.co.nz	
HIFTR	7	CDL Land New Zealand Limited	Kay Panther Knight	kay@formeplanning.co.nz	
HIFTR	8	Corban Revell Lawyers	John Kahukiwa and Lisa Roberts	lroberts@corbanrevell.co.nz	
HIFTR	9	Peng Li		lipeng0329@hotmail.com	
HIFTR	10	Aimee Kuei Ling Lin		aimeelin.nz@gmail.com	
HIFTR	11	Davenport's West Lawyers	Nicola Craig	nicky.craig@davenportswest.co.nz	
HIFTR	12	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz	
HIFTR	13	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz	
HIFTR	14	NZRP	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz	
HIFTR	15	Lakshman Vadhiparthi		lvadhiparthi@gmail.com	
HIFTR	16	Kāinga Ora Homes and Communities	Attn: Jennifer Chivers	developmentplanning@kaingaora.govt.nz	

Attachment 4: Proposed format for new “*Schedule X - Communication and Engagement Site-Specific Issues*” to be attached to NoR-W5 and NoR-HIFTR, addressing site-specific issues (incorporating exemplar comments relating to CDL Land).

Attachment 4: Schedule X - Communication and Engagement Site-Specific Issues

Nb: This document is the proposed format for a new Schedule X to be attached to NoR-W5 and NoR-HIFTR, addressing site-specific issues. It incorporates exemplar comments relating to the CDL Land. CDL's expectation is that additional comments relating to other landholdings that raise site-specific issues in terms of the NoRs would be added into the Schedule.

Ref / designation	Property Address	Party consulted (at NoR Stage)	Site-Specific Issue	Requiring Authority response
Existing property access				
W5	30 Hobsonville Road	CDL Land NZ Ltd	Ensure existing access can continue to be used or engage in consultation on alternatives. [Nb: Vehicular access incorporating all traffic movements between the CDL Land and both Trig Road and Hobsonville Road is to be provided following implementation of the NoRs.]	
W5	22A Trig Road	CDL Land NZ Ltd		
HIFTR	22A Trig Road	CDL Land NZ Ltd		
Future property access				
W5	4-6 Hobsonville Road; 30 Hobsonville Road; 22A Trig Road	CDL Land NZ Ltd	Consider the ability to incorporate a future access at this frontage to Hobsonville Road in project design. Vehicular access incorporating all traffic movements between the CDL Land and Hobsonville Road is to be provided following implementation of the NoRs.	
HIFTR	22A Trig Road	CDL Land NZ Ltd	Consider the ability to incorporate a future access at this frontage to Trig Road in project design. Vehicular access incorporating all traffic movements between the CDL Land and Trig Road is to be provided following implementation of the NoRs.	
Extent of designation				
W5	4-6 Hobsonville Road; 30 Hobsonville Road; 22A Trig Road	CDL Land NZ Ltd	Consider as soon as possible the reduction in physical extent as it affects the site.	
HIFTR	22A Trig Road	CDL Land NZ Ltd	Consider as soon as possible the reduction in physical extent as it affects the site.	