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24 June 2025

Andrew An
Policy Planner, Central/South Planning Unit - Plans and Places
Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Dear Andrew,

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

Thank you for your letter on 9 May 2025 advising of the recommendation of the Auckland Council Independent Hearing Commissioners in relation to the five (5) Notice of Requirements (**NoR**) for the Papakura to Bombay Stage 2 Project (the **Project**).

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

Pursuant to section 172 of the Resource Management Act 1991, NZ Transport Agency Waka Kotahi (**NZTA**) **accepts** the Commissioners' Recommendation that the NoRs be confirmed and **accepts in part** and **rejects in part** the Commissioners' recommendations on conditions of the NoRs.

NZTA modifies the NoRs and their conditions as follows:

- Partially rejects or only partially accepts the Commissioners' Recommendations on one condition on four of the NoRs;
- Changes to conditions on request of Auckland Council or for legibility purposes only;
- Amendments to correct typographical and grammatical errors in the Commissioners' recommended conditions;
- Minor amendments (reduction in footprint) of designation boundaries not addressed in the Commissioners' Recommendations but agreed with submitters and outlined in NZTA's evidence; and
- Updates to the Attachments to the conditions to reflect updated designation boundaries.

A schedule of amendments that have been made to the proposed designation boundaries since lodgement is contained in Appendix 1. This includes further amendments to the designation boundary which were not addressed in the Commissioners' Recommendations.

Recommendations on conditions rejected or accepted in part only

The amendments to the conditions and the reasons for the NZTA decision in respect of these conditions are set out below. NZTA accepts the majority of the changes to conditions in the Recommendations except for Urban and Landscape Design Condition (ULDMP) Condition PC.7 which applies to NoRs 2, 3, 4 and 5. NZTA modifies Condition PC.7 in response to the recommendations made by the Commissioners. Changes are outlined below (shown as bold **~~strikethrough~~** for deletions and bold **underline** for additions).

Conditions accepted in full

All recommendations relating to the conditions for NoR 1, alteration to Designation 6706, are accepted.

Conditions rejected or accepted in part only

All recommendations relating to NoR 2, alteration to Designation 6700, NoR 3, alteration to Designation 6701, NoR 4 Shared User Path, NoR 5 Drury South Interchange Connections are accepted apart from those related to Condition PC.7.

Urban and Landscape Design Condition (ULDMP) Condition PC.7 for NoR 2, 3, 4, 5

The NZTA decision is to reject the proposed insertion of the additional wording at clause **(b)(i)** and clause **(ii)** as shown below. These actions will occur as a normal part of NZTA's intra and inter project coordination and these additions are unnecessary.

The NZTA decision is to reject the proposed insertion of the reference to the Bridging the Gap: NZTA Urban Design Guidelines at clause **(e)(ii)** as show below. Paragraph 270 (d) of the Commissioners' recommendation report states that "The reference to the Bridging the Gap document is included in the ULDMP condition as it contains details not found in other documents". This is incorrect, as clause PC.7(e) requires the ULDMP to be prepared in accordance the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024. The Bridging the Gap document is referred to in the Project Urban and Landscape Design Framework. As such the inclusion of clause (e)(ii) is a duplication and is unnecessary.

The NZTA decision is to reject the proposed insertion of the additional wording at clause **(f)(i)**. The objective of the ULDMP as stated at clause PC.7(b)(i) (Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context) and the requirement of providing the details listed in clause PC.7(f)(i) adequately addresses the issue of edge treatment at the designation boundary.

The above modifications to the PC.7 are consistent with the findings outlined in para 11.2 to 11.6 of the Primary Statement of Evidence prepared by Natarsha Lamb-Egar, dated 8 October 2024.

Condition PC.7 is amended as follows:

PC.7

(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.

(b) The objective of the ULDMP(s) is to:

(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context **~~including works associated with related NoRs~~**;

~~**(ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response;**~~

(iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and

(iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area.

[….]

(e) The ULDMP shall be prepared in general accordance with:

(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024.

~~**(ii) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions;**~~

(ii~~i~~) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;

(i~~v~~**iii**) NZTA Landscape Guidelines (March 2018) or any subsequent version.

(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:

(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones**.** ~~**, having particular regard to the most appropriate edge treatment;**~~

(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to:

A. how to protect and enhance connections to the Māori cultural landscape;

B. how and where accurate historical signage can be provided along the corridor;

C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and

D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;

(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order:

A. opportunities for ki uta ki tai (a catchment scale approach);

B. opportunities for net catchment benefit;

C. green infrastructure and nature-based solutions; and

D. opportunities for low maintenance design.

(iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges;

(v) Promotes inclusive access (where appropriate); and

(vi) 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.

(vii) Retains mature trees and native vegetation, where practicable.

[….]

A full version of Condition PC.7 is contained in Appendix 2.

Urban and Landscape Design Condition (ULDMP) Condition PC.7 for NoR 5

The Recommendation amended condition PC.7 (h) to replace "is" with "shall", but this amendment was not contained with the NoR 5 conditions set. The amendment below is to make this condition consistent with the other NoR conditions.

(h) **~~Is~~ The ULDMP shall** be designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate

Changes to conditions on request of Auckland Council or for legibility purposes only

NZTA has met with Planning Technicians at Auckland Council, who provided a number of minor formatting and legibility requests. These changes will assist Auckland Council's planning team in integrating the NoR condition sets with the text of the Auckland Unitary Plan Operative in Part 2016 (AUP). Changes are outlined below (shown as **bold ~~strikethrough~~** for deletions and **bold underline** for additions).

Changes to operative AUP text (existing designations)

Auckland Council has requested NZTA to formally record the following changes to the operative text of the AUP for the existing designations NoR 2 (SH1 6700) and NoR 3 (6701), as follows:

Conditions

~~No conditions.~~

[insert conditions]

…

Attachments

~~**No attachments.**~~

[insert schedules]

…

AUP template for new designation

Auckland Council has requested NZTA to make the following changes to the summary table at the head of each of the new designations NoR 4 (Shared User Path) and NoR 5 (Drury South Interchange Connections), as follows:

NoR 4 (Shared User Path):

[# Council to allocate #] Shared User Path

Designation Number	[# **Council to allocate** #]
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from approximately 200 metres north of Quarry Road, Drury to Bombay Interchange/Mill Road.
~~**Rollover Designation**~~	~~**No**~~
~~**Legal Reference**~~	~~**-**~~
Lapse Date	~~**20 years**~~ **In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.**

NoR 5 (Drury South Interchange Connections):

[# Council to allocate #] Drury South Interchange Connections

Designation Number	[# **Council to allocate** #]
Requiring Authority	New Zealand Transport Agency
Location	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west.
~~**Rollover Designation**~~	~~**No**~~
~~**Legal Reference**~~	~~**-**~~
Lapse Date	~~**20 years**~~ **In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.**

Amendment (reduction in footprint) of the designation boundary

The extent of the designation boundaries of NoRs 2, 3 and 4 have been revised to reflect changes to their extent following engagement with submitters, expert evidence and hearing process, while NoRs 1 and 5

remain unchanged. A summary of these changes is provided in **Table 1-1** and illustrated in the corresponding plans found in Appendix 1. The majority of these changes were outlined in Mr Mark Laing's Statement of Primary Evidence, dated 8 October 2024 and confirmed by the Commissioners in their Recommendations at para 29.

Two additional changes were outlined in Mr Laing's Statement of Rebuttal Evidence dated 11 November 2024. These two reductions to the designation boundary were agreed in response to submissions received from Counties Power and Watercare Services Limited. These modifications were outlined in evidence but were not addressed by the Commissioners in their recommendation. The reductions were made to avoid impacts on existing and planned network utility infrastructure and are listed in **Table 1-1** below, without affecting the ability to construct the project or to mitigate its affects.

Table 1-1 Summary of amendments to the extent of the designation boundaries

Change	NoR(s)	Plan Reference
Counties Power	NoR 2	506207-0530-SKT-RR-2088-A
Drury Property Group	NoR 2	506207-0530-SKT-RR-2072-A
Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited	NoR 3 and 4	506207-0530-SKT-RR-2048-A
Watercare Services Limited	NoR 3	506207-0530-SKT-RR-2048-A
Dutton Land Holdings Limited	NoR 3	506207-0530-SKT-RR-2071-A
SJ and RE Allen	NoR 3	506207-0530-SKT-RR-2071-A
Z Energy	NoR 3	506207-0530-SKT-RR-2080-A
Bone 187 Limited	NoR 3	506207-0530-SKT-RR-2080-A

Updates to the schedules

NZTA updates the schedules attached to each NoR include consequential changes arising from the amendments to the designation boundaries, the Commissioners' Recommendations, and minor legibility requests from Auckland Council. The updates include the following schedules:

- Schedule 1 – Concept Plans (NoRs 2, 3 and 4 only)
- Schedule 2 – Ecology
- Schedule 3 – Trees to be included in the Tree Management Plan
- Schedule 4 – Protected Heritage Site (Bishop Selwyn Cairn)

Schedule 1 – Concept Plans

The extent of the designation boundaries of NoRs 2, 3 and 4 have been revised to reflect changes to the extent of the designation, as outlined above. To avoid any doubt, the Concept Plans in Schedule 1 of each NoR shall take precedence in all circumstances, as per Condition GC.1.

Schedule 2 – Ecology

The Identified Biodiversity Areas included in Schedule 2 of each NoR have been updated to reflect:

- The changes to the extent of the designations (as outlined above).
- An updated legend on each map to reference the applicable designation, as follows:
    - NoR 1 (SH1 6706)
    - NoR 2 (SH1 6700)
    - NoR 3 (SH1 6701)

- NoR 4 (Shared User Path)
- NoR 5 (Drury South Interchange Connections)

Schedule 3 – Trees to be Included in the Tree Management Plan

In accordance with the recommendations from Auckland Council's planning team Schedule 3 has been revised to ensure that the trees listed for each NoR are specific to that NoR. These changes are intended to improve legibility.

Schedule 4 - Protected Heritage Site (Bishop Selwyn Cairn)

The condition relating to the Protected Heritage Site (Bishop Selwyn Cairn) for NoR 3 has been updated to be Schedule 4 (previously Schedule 5). This change account for the removal of the St Stephens School Planting Plan.

Updated to conditions

Attached in Appendix 2 is a clean version of the NoR conditions, which includes NZTA's accepted wording for all the NoR conditions.

If you have any queries or require further information on this application, please contact me at evan.keating@nzta.govt.nz or 021 343172.

Yours sincerely,



Evan Keating
Principal Planner – Environmental Planning

Appendices

Appendix 1 – Plans of changes to the designation boundary extent

- Counties Power
- Drury Property Group
- Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited, and Watercare Services Limited
- Dutton Land Holdings Limited and SJ, and RE Allen
- Z Energy, and Bone 187 Limited

Appendix 2 – Conditions NoRs 1-5

LEGEND

- EXISTING DESIGNATION BOUNDARY
- PROPOSED DESIGNATION AS LODGED
- EXISTING PROPERTY BOUNDARY
- REVISED PROPOSED DESIGNATION BOUNDARY
- PROPOSED SHARED USE PATH
- PROPOSED FOOTPATH
- PROPOSED CYCLEWAY

REVISED PROPOSED DESIGNATION BOUNDARY

15760 15780 15800 15820 15840 15860 15880 15900 15920 15940 15960 15980 16020 16040 16060 16080 16100 16120 16140 16160 16180 16200 16220 16240 16260 16280 16300 16320 16340 16360 16380 16400 16420 16440 16460 16480 16500 16520

10 0 20 40m
SCALE 1:1000

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aurecon

CLIENT: WAKA KOTAHI NZ TRANSPORT AGENCY

REV	DATE	REVISION DETAILS	APPROVED
A		ISSUED FOR INFORMATION	M. LAING

SCALE	SIZE
1:1000	A1

DRAWN: R. IGNACIO
DESIGNED: T. HO
REVIEWED: M. LAING

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED
DATE

PROJECT: NZUP SH1 PAPAKURA TO DRURY

TITLE: STAGE 2 P2B DESIGNATION BOUNDARY CHANGE COUNTIES POWER

DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV
	506207	0530	SKT	RR	2088	A

LEGEND

- EXISTING DESIGNATION BOUNDARY
- PROPOSED DESIGNATION BOUNDARY AS LODGED
- EXISTING PROPERTY BOUNDARY
- REVISED PROPOSED DESIGNATION BOUNDARY

MAKETU ROAD

STATE HIGHWAY 1

10 0 20 40m
SCALE 1:1000

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CLIENT

aurecon

WAKA KOTAHI NZ TRANSPORT AGENCY

REV	DATE	REVISION DETAILS	APPROVED
A	2024-08-27	ISSUED FOR REVIEW	M. LAING

SCALE	SIZE
1:1000	A1

DRAWN: R. IGNACIO
DESIGNED: U. HARAN
REVIEWED: M. LAING

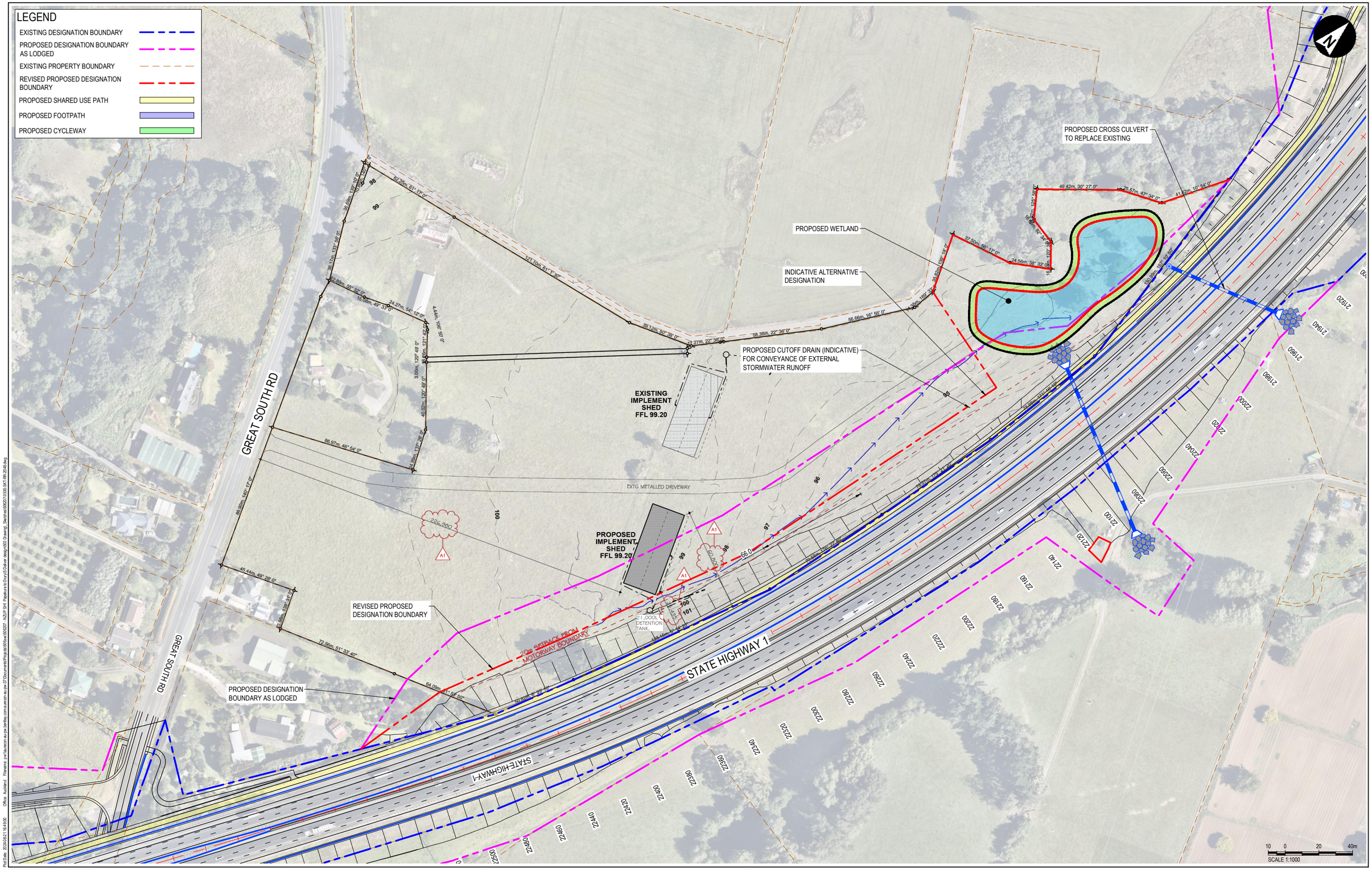
PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED
DATE
J. HIND

PROJECT: NZUP SH1 PAPAKURA TO DRURY

TITLE: STAGE 2 P2B DESIGNATION BOUNDARY CHANGE DRURY PROPERTY GROUP

DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV
	506207	0530	SKT	RR	2072	A



Plot Date: 2024-05-21 16:49:00 Office: Auckland Filename: p:\w\auscon-au-pw.bentley.com\aurecon-au-pw-37\Documents\Projects\506\au\507\207 - NZUP SH1 Papakura to Drury\5 Deliver design\503 Drawing\ Sketches\506207-0530-SKT-RR-2048.dwg

CLIENT
WAKA KOTAHI NZ TRANSPORT AGENCY

REV	DATE	REVISION DETAILS	APPROVED
A		ISSUED FOR INFORMATION	R. LAUREN

SCALE	SIZE
1:1000	A1

DRAWN
R. IGNACIO
DESIGNED
R. LAUREN
REVIEWED
R. LAUREN

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED	DATE
J. HIND	

PROJECT	NZUP SH1 PAPAKURA TO DRURY
TITLE	STAGE 2 P2B DESIGNATION BOUNDARY CHANG VERNON KW TRUSTEE LIMITED, . AND WATERCARE SERVICES LIMITED

DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV
	506207	0530	SKT	RR	2048	A

LEGEND

- EXISTING DESIGNATION BOUNDARY
- PROPOSED DESIGNATION BOUNDARY AS LODGED
- EXISTING PROPERTY BOUNDARY
- REVISED PROPOSED DESIGNATION BOUNDARY

PROPOSED DESIGNATION BOUNDARY AS LODGED

REVISED PROPOSED DESIGNATION BOUNDARY

REVISED PROPOSED DESIGNATION BOUNDARY

STATE HIGHWAY 1

1972 GREAT SOUTH RD

1978 GREAT SOUTH RD

1984 GREAT SOUTH RD

1988 GREAT SOUTH RD

EXISTING HOUSE

EXISTING SHED

EXISTING GARAGE

EXISTING CONTAINER

EXISTING METALLED AREA

EXISTING ACCESS

EXISTING WATER SYSTEM

EXISTING SEPTIC TANK

EXISTING DRIVEWAY

EXISTING 3 WIRE SWN

EXISTING 4.5 KWW HOLDING TANK

EXISTING 10CU HOLDING TANK

EXISTING WWTP

EXISTING SWN

EXISTING WWTP

EXISTING SEPTIC TANK

EXISTING DRAINAGE FIELD

EXISTING SHED A

EXISTING SHED B

EXISTING SHED C

EXISTING SHED D

EXISTING SHED E

EXISTING SHED F

EXISTING SHED G

EXISTING SHED H

EXISTING SHED I

EXISTING SHED J

PROPOSED SHED E

PROPOSED SHED F

PROPOSED SHED G

PROPOSED SHED H

PROPOSED SHED I

PROPOSED SHED J

EDGE OF FLOODPLAIN

REMOVE ISOLATED TREES TO REMOVE END OF CONSTRUCTION

3 WIRE SWN TO BE RELOCATED TO NEW HOLDING TANK

GREAT SOUTH ROAD

23480 23500 23520 23540 23560 23580 23600 23620 23640 23660 23680 23700 23720 23740 23760 23780 23800 23820 23841 23860 23880 23900 23920 23940 23960 23980 24000 24020 24040 24060 24080 24100 24120 24140 24160 24180 24200 24220 24240 24260 24280

3.0

10 0 20 40m

SCALE 1:1000

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aurecon

CLIENT

WAKA KOTAHI NZ TRANSPORT AGENCY

REV	DATE	REVISION DETAILS	APPROVED
A	2024-08-27	ISSUED FOR REVIEW	M. LAING

SCALE	1:1000
SIZE	A1
DRAWN	R. IGNACIO
DESIGNED	U. HARAN
REVIEWED	M. LAING

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED
DATE
J. HIND

PROJECT	NZUP SH1 PAPAKURA TO DRURY
TITLE	STAGE 2 P2B DESIGNATION BOUNDARY CHANGE SJ AND RE ALLEN

DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV
	506207	0530	SKT	RR	2071	A

LEGEND

- EXISTING DESIGNATION BOUNDARY
- PROPOSED DESIGNATION AS LODGED
- EXISTING PROPERTY BOUNDARY
- PROPOSED SHARED USE PATH
- PROPOSED FOOTPATH
- PROPOSED CYCLEWAY
- REVISED PROPOSED DESIGNATION BOUNDARY

PROPOSED DESIGNATION BOUNDARY AS LODGED

187 BONE

Z BOMBAY

00 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380 400 420 440 460 480 500 520 528 028 2340 2360 2380 2400 2420 2440 2460 2480 2500 2520 2540 2560 2580 2600 2620 2640 2660 2680 2700 2720 2740 2760 2780 2800 2820 2840 2860

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aurecon

CLIENT: WAKA KOTAHI NZ TRANSPORT AGENCY

REV	DATE	REVISION DETAILS	APPROVED
A		ISSEUD FOR INFORMATION	M. LAING

SCALE	SIZE
1:1000	A1

DRAWN: R. IGNACIO
DESIGNED: T. HO
REVIEWED: M. LAING

PRELIMINARY
NOT FOR CONSTRUCTION

APPROVED
DATE

PROJECT: NZUP SH1 PAPAKURA TO DRURY

TITLE: STAGE 2 P2B DESIGNATION BOUNDARY CHANGE Z ENERGY AND BONE 187 LIMITED

DRAWING No.: PROJECT No. 506207 – AREA 0530 – TYPE SKT – DISC RR – NUMBER 2080 – REV A

6706 State Highway 1 – Takanini to Drury

Designation Number	6706
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury
Rollover Designation	Yes
Legal Reference	Designation 201, Auckland Council District Plan (Papakura Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Motorway purposes Auckland – Hamilton.

Conditions

In addition to the conditions below, the following also form part of this condition set:

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Papakura to Drury South Stage 1B1, Stage 1B2, Papakura to Bombay Stage 2, and Drury Access Ramp.
Application	The notices of requirement and applications for resource consents and supporting information for Papakura to Drury South Stage 1B1 dated 24 June 2021, Stage 1B2 dated 21 October 2022, and the notice of requirements and applications for resource consents and supporting information for the Drury Access Ramp dated August 2023, and the notice of requirement and supporting information for Papakura to Bombay Stage 2 dated 16 February 2024.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan

Abbreviation/term	Meaning/definition
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan
Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.
CMA	Coastal Marine Area
CNVMP	Construction Noise and Vibration Management Plan
Common marine and freshwater area	The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream. The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as "the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in Appendix 7 Coastal Marine Area boundaries, the landward boundary must be the point defined in the appendix." The CMA referred to within the application only relates to the seaward (northern) side of Jesmond Bridge. The CMA boundary at Jesmond Bridge is illustrated on the Auckland Council Geomaps.
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan
CSRMP	Coastal and Stream Works Reinstatement Management Plan
CTMP	Construction Traffic Management Plan
EIANZ	Environment Institute of Australia and New Zealand
Enabling Works	Includes the following and similar activities: – Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations; – Establishing site yards, site offices, site entrances and fencing; – Constructing site access roads; – Relocation of services; – Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).

Abbreviation/term	Meaning/definition
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
MWHS	Mean High Water Springs is the highest level that spring tides reach on the average over a period of time.
Mesh	Mesh refers the existing erosion control blanket plastic mesh located on stream banks.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NFRP	Native Fish Relocation Plan
NOR	Notice(s) of Requirement
Designation 6706	Alteration of Designation 6706 for 'Motorway purposes between Auckland Hamilton'
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.
Drury Access Ramp	Drury Access Ramp relates to the Specific Area of the Project pertaining only the south-bound off-ramp proposed to connect Drury Interchange and Drury Centre Precinct.
Drury Access Ramp Mana Whenua Forum	Identifies Mana Whenua representative(s) who have been engaged throughout the Drury Access Ramp Project. Note: The Drury Access Ramp Mana Whenua Forum is distinguished from the Waka Kotahi Southern Iwi Integration Group (SIIG), which has been engagement forum used throughout the Waka Kotahi P2B Project, some Mana Whenua representative(s) will be the same across both forums.

Abbreviation/term	Meaning/definition
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation and maintenance of Papakura to Drury South Stage 1B1, Stage 1B2, Papakura to Bombay Stage 2, or Drury Access Ramp and associated works.
Project Area	Refers to a specific area of works defined by the extent of each Project Stage (i.e. Stage 1B1, 1B2, Stage 2, and Drury Access Ramp).
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency Note: Referred to as NZ Transport Agency Waka Kotahi in the Stage 2 Application
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
Waka Kotahi Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to Waka Kotahi activities. For the purpose of this application the Southern IIG includes Relevant Iwi Authorities as defined by the Covid-19 Recovery (Fast Track Consenting) Act 2020. Note: The IIG is not applicable to Specific Area of Drury Access Ramp, engagement with Mana Whenua has been managed throughout the Project with the Drury Access Ramp Mana Whenua Forum Representatives Note: Referred to as NZTA's Southern IIG in the Stage 2 Application
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 1B1, Stage 1B2 or Stage 2 works areas.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the *NESCS User's Guide 2012*).
SSESCP	Site Specific Erosion and Sediment Control Plan
Stage	Stage 1B1, Stage 1B2, Stage 2, or Drury Access Ramp of the Project as referred to in a specific condition.

Abbreviation/term	Meaning/definition
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), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TIMP	Transpower Infrastructure Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan
Waka Kotahi	Waka Kotahi NZ Transport Agency Note: Referred to as NZ Transport Agency Waka Kotahi, or NZTA in the Stage 2 Application

Conditions

Ref.	Condition
General conditions (GC)	
Standard conditions	
GC.1	(a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 14 June 2021, 21 October 2022 and 10 August 2023: (i) Assessment of Effects on the Environment Rev C dated 31 May 2021 specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (ii) The General Arrangement Drawings in Appendix F of the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev C dated 31 May 2021. (iii) Assessment of Effects on the Environment Rev dated 21 October 2022, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (iv) The General Arrangement Drawings in Appendix F of the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev dated 21 October 2022 (v) Drury Access Ramp Project: Assessment of Effects on the Environment dated 10 August 2023, specifically Section 2.1 the Project Works Description and Section 2.2 Construction Methodology.

	(vi) The General Arrangement Drawings in Appendix B of the Drury Access Ramp Project Assessment of Effects on the Environment dated 10 August 2023. (b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail. (c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail. (d) Response to Further Information Request No1 and No2 dated 15 September 2021. (e) S92 Tracking Table for the Drury Access Ramp Project applications, dated 05 July 2024.
GC.1a **(GC.1a is applicable to Stage 2 Project Area only)**	(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; and (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
Designation Review	
GC.2	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above. **ADVICE NOTE:** Part of the Drury Access Ramp will be subject to the review and removal of the designation. The section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections to be determined in conjunction with the Drury Centre development. NZTA will address integration of the access ramp and local road to be vested through consultation with Auckland Transport and the application of any relevant

	approvals prior to the lodgement of an outline plan for the Drury Access Ramp.
GC.3	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Project Information	
GC.4 **(GC.4 is applicable to Stage 2 Project Area only)**	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information 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 s176(1)(b) of the RMA. (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
Network Utility Operators (Section 176 Approval)	
GC.5 **(GC.5 is applicable to Stage 2 Project Area only)**	(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
Pre-Construction Conditions (PC)	
Pre-construction site meeting	

PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The meeting shall include the project archaeologist; (d) The following information shall be made available at the pre-construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and (v) A copy of any archaeological authority if obtained for the project works. (e) Representatives of the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp Project) shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Waka Kotahi Southern IIG or its nominated representative(s) (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp Project) (cultural monitors) shall be invited to participate
Outline Plan(s) of Works (designation)	
PC.3	(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plan (or Plans) 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 Plan (or Plans) shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the Waka Kotahi Southern IIG or nominated Drury Access Rampa Mana Whenua Forum Representatives, which may include: (i) Construction Noise and Vibration Management Plan (CNVMP); (ii) Historic Heritage Management Plan (HHMP); (iii) Landscape planting plans prepared in accordance with the principles and preliminary plans contained in the Project ULDF and taking into consideration planting specified in management plans (including ecological management plans) required by conditions of

	resource consent number BUN60415513 or LUC60422075; and (iv) For the Stage 2 Project Area only: A. Construction Traffic Management Plan (CTMP); B. Construction Noise and Vibration Management Plan (CNVMP); C. Construction Environmental Management Plan (CEMP); D. Historic Heritage Management Plan (HHMP); E. Ecological Management Plan (EMP); F. Tree Management Plan (TMP), G. Urban and Landscape Design Management Plan (ULDMP); and H. Network Utility Management Plan (NUMP). (d) The management plans shall summarise comments received from the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives along with a summary of where comments have: (i) Been incorporated; and (ii) Where not incorporated the reasons why. (e) The Outline Plan shall include a summary confirming how the detailed design of the Project has been undertaken in collaboration with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives to enable exploring of opportunities for enhancing the mauri and acknowledging the mana of Oopaheke Pa, Otuuwairoa Stream and the Manukau Harbour and the identification of ways to implement these opportunities. (f) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
PC.4	(a) Following submission of the Outline Plan(s), the CNVMP and the HHMP (Stage 2 Project Area only, the CEMP, EMP, TMP, ULDMP, and NUMP) may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan. (b) Where the CNVMP and HHMP (Stage 2 Project Area only, the CEMP, EMP, TMP, ULDMP, and NUMP) was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.
PC.5	Prior to the lodgment of any outline plan of works, and it relation to the Drury Access Ramp, the vesting of roads to Auckland Council, for activities on the following roads (a) Flanagan Road;

	(b) Pitt Road; (c) Great South Road (section to the west of Tegal Road) and north of Flanagan Road parallel to KiwiRail Designation 6302); and (d) 31 – 37 Bremner Road access; and (e) Drury Access Ramp. Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.
PC.5a **(PC.5a is applicable to Stage 2 Project Area only)**	Prior to the lodgment of any outline plan of works, and the vesting of roads to Auckland Council, for activities on the following roads: (a) Quarry Road; (b) Maketu Road; (c) Tegel Road; Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.
Network Utility Integration Plan	
PC.6 **(PC.6 is applicable to Stage 2 Project Area only)**	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and 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
Flood Hazards	
PC.7	(a) The Drury Access Ramp Project shall be designed to ensure any increases to pre-Project flood levels (defined as flood level for events up to and during a 1% AEP event) are confined to the areas identified in Figure 1. (b) Compliance with condition PC.7(a) shall be demonstrated in the Outline Plan. The Outline Plan shall include flood modelling for events up to

	and during a 1% AEP event for the following scenarios; (i) Pre-Project with existing environment and existing rainfall on 16 August 2023 and Post-Project with existing environment and existing rainfall (including the Project); (ii) Pre-Project with Maximum Probable Development land use and 2.1 degrees Celsius climate change and Post-Project with Maximum Probable Development land use and 2.1 degrees Celsius climate change (including the Project).
Stakeholder and Communications Management Plan	
PC.8	(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. (c) To achieve the purpose, the SCMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives, to be developed in consultation with those Mana Whenua representative groups; (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory; (v) a list of stakeholders, organisations, businesses and persons who will be communicated with; (vi) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Complaints Management Process	

PC.9	(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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. (vii) 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.
PC.10	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Specific Outline Plan of Works Requirements	
Flood Condition	
OPW.1 **(OPW.1 is applicable to Stage 2 Project Area only)**	(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement. (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 Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).
General construction conditions (CC)	
General	

CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions as well as a copy of any archaeological authority if obtained for the project works shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information (for Stage 2 Project Area only to be submitted as part of any OPW) at least 10 working days prior to the Start of Construction. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public;

	(vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) measures to manage discharge of sediment or other contaminants. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Network Utility Management Plan	
CC.6	(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager (for Stage 2 Project Area only to be submitted as part of any OPW) for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (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 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.
Transpower (Conditions CC.7 to CC.12 apply to Stage 1B1 and Stage 2 of the Project)	
CC.7	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.8	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.9	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line and 10.5m for the HLY-OTA-A 220kV line.
CC.10	Temporary and permanent works shall be designed to maintain a comparable standard of access to the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.11	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.12	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Transpower Infrastructure Management Plan (Conditions CC.13 to CC.18 apply to Stage 1B1 and Stage 2 of the Project)	
CC.13	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 15(ii) below. The TIMP shall be prepared in consultation with Transpower.
CC.14	The purpose of the TIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.15	(a) To achieve the purpose, the TIMP shall include:

	(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.7 – CC.10 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.16	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.17	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or (b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.18	Construction works shall be undertaken in accordance with the Transpower Infrastructure Management Plan prepared in accordance with Condition CC.15 above.

	ADVICE NOTE: Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: **transmission.corridor@transpower.co.nz**
Mana Whenua conditions (MW)	
Cultural Monitoring Plan	
MW.1	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp; (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 nominated by the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to assist with management of any issues identified during cultural monitoring. (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the Waka Kotahi Southern IIG, or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the

	requirements of condition MW.1(c)(i) to (v). (e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Historic Heritage conditions (HH)	
Historic Heritage Management Plan	
HH.1	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. (b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (c) To achieve the purpose, the HHMP shall identify: (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Earthworks within 50 m of the identified extents of archaeological sites or waterways, for monitoring by an archaeologist, at least four weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required; (iii) Known archaeological sites and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (vi) Roles, responsibilities and contact details of Project personnel, the Waka Kotahi Southern IIG representatives (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp), and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vii) Provision for access for the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to carry out tikanga and cultural protocols; (viii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (ix) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA, including notification of the site owner and or administrator; (x) Measures for secure on-site storage and archiving of any archaeological materials;

	(xi) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and (xii) legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and (xii) Methods for appropriate public dissemination of knowledge gained from heritage investigations. (d) At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Construction noise and vibration conditions (CNV)	
Construction noise and vibration management plan	
CNV.1	A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information (for Stage 2 Project Area only to be submitted as part of any OPW). (a) A CNVMP shall be implemented during the Stage of Work to which it relates. (b) The purpose 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 CNV.2 and CN.3 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all

	workers; (x) identification of areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition CNV.1(c)(x)]; (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 CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP. (c) The CNVMP shall address the specific measures for 168 Flanagan Road recommended in the report of Marshall Day Acoustics dated 15 October 2021.

Noise Criteria	
CNV.2	Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria: **Table CNV.1 Construction noise criteria**

Day of week	**Time**	**dB $L_{Aeq(15min)}$**	**dB L_{Amax}**
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

Vibration Criteria	
CNV.3	(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 CNV.2 Construction vibration criteria** **Receiver** / **Details** / **Category A** / **Category B** Occupied Activities sensitive to noise / Night-time 2000h - 0630h / 0.3mm/s ppv / 1mm/s ppv Occupied Activities sensitive to noise / Daytime 0630h - 2000h / 1mm/s ppv / 5mm/s ppv Other occupied buildings / Daytime 0630h - 2000h / 2mm/s ppv / 5mm/s ppv All other buildings / At all other times Vibration transient / 5mm/s ppv / BS 5228-2* Table B2 All other buildings / At all other times Vibration continuous / 5mm/s ppv / BS 5228-2* 50% of Table B2 values **BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'* (b) Where compliance with the vibration standards set out in Table CNV.2 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition CNV.4 shall apply. (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities. (d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.
CNV.4	(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CNV.3. (b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the

	construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CNV.2 and CNV.3; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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.
Construction traffic conditions (CT)	
Construction traffic management plan	
CT.1	(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information (for Stage 2 Project Area only to be submitted as part of any OPW) at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro) and KiwiRail. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport ; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory; (v) 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; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures

	such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Park Estate Road and Bremner Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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 Waka Kotahi's Code of Practice for Temporary Traffic Management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. **ADVICE NOTE**: Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.
CT.2	Consultation with Auckland Transport shall be undertaken at the earliest opportunity with regard to the preferred option for the SH1 Bremner Road Overbridge and Jesmond Bridge replacement works to ensure: (a) That passenger transport services can be efficiently provided on the road network; and (b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.

Urban design and landscaping (LV)	
Urban Design and Landscape Framework	
LV.1 (this condition applies to Stage 1B2 and the Drury Access Ramp stage of the Project)	Landscape planting plans within Stage 1B2 and Drury Access Ramp shall be prepared generally in accordance with the principles and preliminary plans contained in the Project ULDF Rev G dated June 2022 and in consultation with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives. The landscape planting plans shall take into consideration planting specified in management plans required by conditions of resource consent number BUN60415513 or LUC60422075.
LV.2	All Project planting shall be fully implemented by the completion of the first planting season following the completion of Project works in a Specific Area.
LV.3	Any Project planting that fails to establish, or that decline or die within 5 years, must be replaced to the satisfaction of the Manager. The replacement trees must be of similar grade and size to that originally planted.
LV.4 (this condition applies to Stage 1B2 of the Project)	Project planting shall include at least 20 indigenous trees at a spacing of 3.0 m that have a minimum height of 2.5 m at planting and a minimum height of 5.0 m at maturity on the east side of the motorway corridor from chainage12600 to12750.
ADVICE NOTE: Any works provided for by the designation within public open space land (Auckland Council Parks land) are subject to landowner approval processes, whereby the requiring authority will need to get approval for any such works from Auckland Council as the landowner.	
Urban and Landscape Design Management Plan (ULDMP)	
LV.5 **(LV.5 is applicable to Stage 2 Project Area only)**	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context; (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition HH.1 (Historic Heritage Management

	Plan) may be reflected in the ULDMP. (d) Stakeholders identified through Conditions PC.8 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. (e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (UDLF) Rev G dated February 2024. (f) The UDLMP shall be prepared in general accordance with: (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions, (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. (g) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides opportunities to incorporate mana whenua Values and cultural narrative through design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (v) Promotes inclusive access (where appropriate); and

	(vi) 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. (h) The ULDMP(s) shall include: (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (i) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. (j) 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, and any planting requirements under the Ecological Management Plan (Condition EC.1). Where practicable, mature trees and native vegetation should be retained; B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified in Schedule 3. C. Street trees, shrubs and ground cover suitable for the location; D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (k) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened in any public interfaces. (l) 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 (m) Detailed specifications relating to the following: (i) Weed control and clearance; (ii) Pest animal management (to support plant establishment); (iii) Ground preparation (top soiling and decompaction); (iv) Mulching; and (v) Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Ecology conditions (EC)	
Pre-Construction Ecological Survey	
EC.1 **(EC.1 is applicable to Stage 2 Project Area only)**	(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by: (i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and; (ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition EC.1 (a)(i) and that moderate or greater effects are likely in accordance with Condition EC.1 (a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition EC.2 for these areas (Confirmed Biodiversity Areas).
Ecological Management Plan (EMP)	
EC.2 **(EC.2 is applicable to Stage 2 Project Area only)**	(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition EC.1) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. 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. The EMP shall set out the methods that will be used to achieve the objective which may include: (i) If an EMP is required in accordance with Condition EC.1(b) for the presence of long-tail bats: A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any

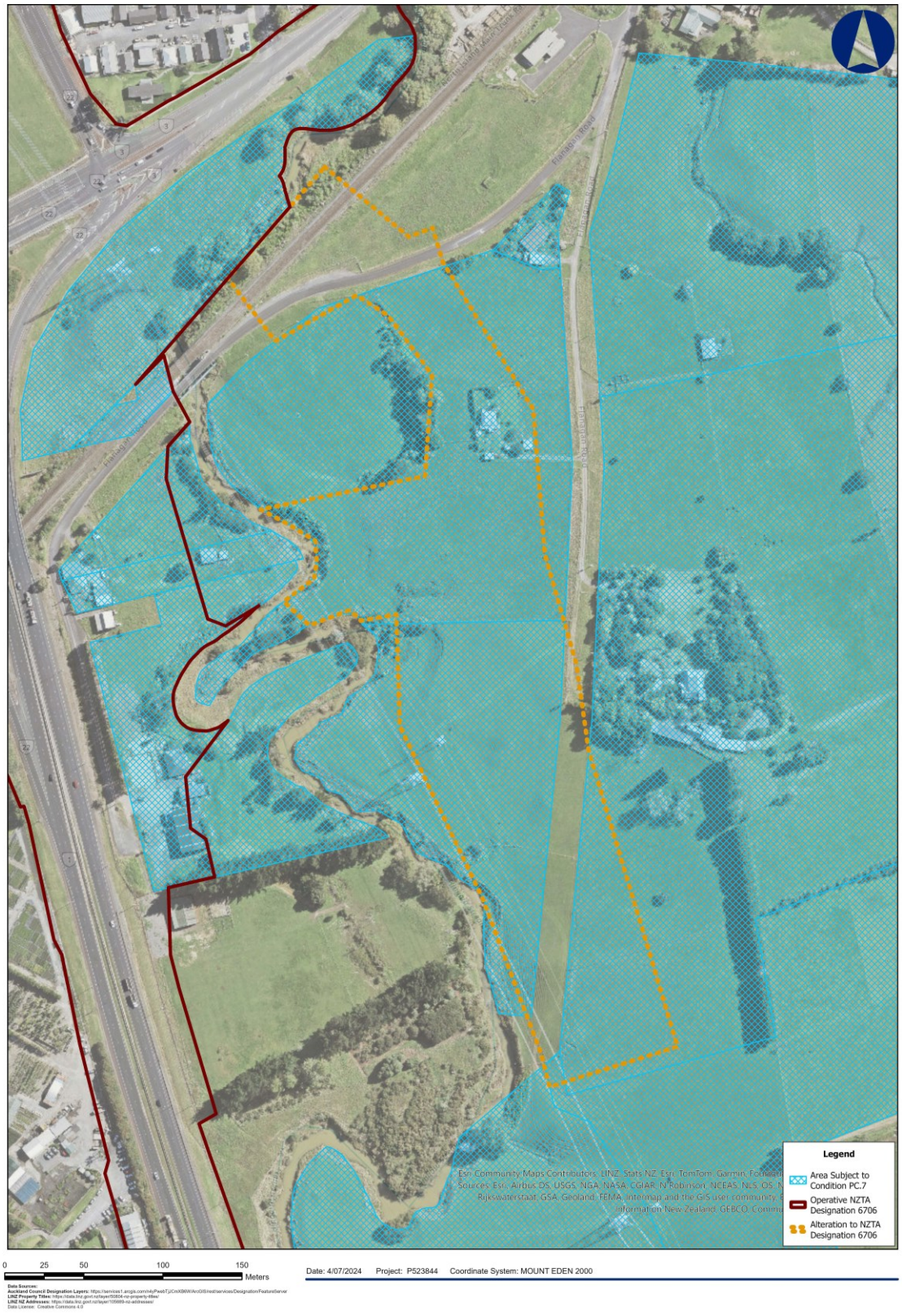
	maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition EC.1(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition EC.1(b) for the presence of Threatened or At-Risk wetland birds: A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include: i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might

	include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At- Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 100 m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. **ADVICE NOTE:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Arboricultural conditions (AB)	
AB.1	All works within the protected root zone of trees to be retained shall be supervised. Works within the protected root zone shall be undertaken as set out in the Arboricultural Assessments prepared by Peers Brown Miller Limited, dated September 2020 and dated 21 October 2022. Works within the protected root zone of trees impacted by the Drury Access Ramp works shall be undertaken in accordance with the report ref. 523844-W00001- REPEN- 0002 [Rev C], dated July 2023.
AB.2	There shall be no storage (or temporary storage) of materials, machinery, and equipment within the protected root zone of any protected tree.
Tree Management Plan	
AB.3 **(AB.3 is applicable to Stage 2 Project Area only)**	(a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition LV.5 (ULDMP). (b) The Tree Management Plan shall: (i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition LV.5 This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition LV.5(i);

	B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
Operational noise conditions (ON)	
Low Noise Road Surface	
ON.1 **(ON.1 is applicable to Stage 2 Project Area only)**	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2 **(ON.2 is applicable to Stage 2 Project Area only)**	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Attachments

Figure 1: Land holdings subject to Condition PC.7



Schedule 1: General Accordance Plans and Information

Project Description:

The proposed alteration is for the construction, operation, maintenance of a motorway between Drury Interchange 200m north, to just south, of the Quarry Road over-bridge, and associated infrastructure. The proposed works area is shown in the following Concept Plan and includes:

- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecology

Identified Biodiversity Areas



Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

Table 10. **Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ▶ Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 3: Trees to be included in Tree Management Plan

Status	Tree / Group No.	Vegetation Type	Protection	Location	Species	Age	Comments
To be retained and protected	6	Group of Trees	Road Reserve	Eastern side of SH1 adjacent to 25 Tegel Road, Drury 2578 and the Quarry Road over bridge	Group of Totara trees	Mature	To be retained and protected as part of works

6700 State Highway 1 - Drury to Bombay

Designation Number	6700
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay
Rollover Designation	Yes
Legacy Reference	Designation 86A, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Motorway.

Conditions

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.

Abbreviation/term	Meaning/definition
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Designation 6700	Alteration of SH1 Designation 6700 for purpose of a 'Motorway'
EIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991

Abbreviation/term	Meaning/definition
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCEMP	Stakeholder Communication and Engagement Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

Ref	Condition
General Conditions (GC)	
Activity in General Accordance with Plans and Information	
GC.1	(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 prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practitable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been

Ref	Condition
	established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information 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 s176(1)(b) of the RMA. (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
Designation Review	
GC.3	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Network Utility Operators (Section 176 Approval)	
GC.5	(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects 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 (PC)	

Ref	Condition
Pre-construction site meeting	
PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The following information shall be made available at the pre- construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans; and (d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	(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 Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP), (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	

Ref	Condition
PC.4	(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) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of 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 PC.3 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. (iii) 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 as soon as practicable following identification of the need for a revision; (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
PC.5	Prior to the lodgement of any outline plan of works for activities on the following roads (a) Maketu Road; (b) Ararimu Road; (c) Maher Road; (d) Harrison Road; and, (e) Hillview Road. NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.
Stakeholder Communication and Engagement Management Plan (SCEMP)	

Ref	Condition
PC.6	(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works. (c) To achieve the purpose, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context. (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality-environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.

Ref	Condition
	(d) Stakeholders identified through Conditions PC.6 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. (e) The ULDMP shall be prepared in general accordance with the: (i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024; (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. (f) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges; (v) Promotes inclusive access (where appropriate); and (vi) 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

Ref	Condition
	C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (vii) Retains mature trees and native vegetation, where practicable. (g) The ULDMP(s) shall include: (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (h) The ULDMP shall be designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. (i) The ULDMP shall also include the following tree management planting details and maintenance requirements: (i) Tree management and planting design details including: A. Measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in Schedule 3. B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). C. Street trees, shrubs and ground cover suitable for the location; D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. Planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; (iii) 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 (iv) 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);

Ref	Condition
	D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Network Utilities Integration	
PC.8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and 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.
Specific Outline Plan Requirements (OPW)	
Flood	
OPW.1	(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement. (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 Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).
Existing Property Access	
OPW.2	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.
Construction Conditions (CC)	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.

Ref	Condition
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses; (v) the proposed site layouts (including construction yards), locations of refuelling activities and 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) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;

Ref	Condition
	(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; (xiii) methods for amending and updating the CEMP as required; (xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: A. construction activities undertaken outside of flood plains and overland flow paths where practicable; B. scheduling of construction activities during dry periods; and C. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	(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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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.

Ref	Condition
	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.
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of 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. (c) 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) 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; (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 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.
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV

Ref	Condition
	transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Transpower Infrastructure Management Plan	
CC.15	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the TIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.17	(a) To achieve the purpose, the TIMP shall include: (i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required;

Ref	Condition
	C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.20	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. **ADVICE NOTE:** Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz
Cultural Monitoring Plan	
CC.21	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (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;

Ref	Condition
	(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v). (e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
CC.22	(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) 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; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and

Ref	Condition
	cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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 NZTA most recent guidelines for temporary traffic management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. **ADVICE NOTE**: Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.
Construction noise and vibration management plan	
CC.23	(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes;

<table>
<tr><th>Ref</th><th>Condition</th></tr>
<tr><td></td><td>(ii) hours of operation, including times and days when construction activities would occur;
(iii) the construction noise and vibration standards for the Project;
(iv) identification of receivers where noise and vibration standards apply;
(v) management and mitigation options, and identification of the Best Practicable Option;
(vi) methods and frequency for monitoring and reporting on construction noise and vibration;
(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
(viii) contact details of the Project Liaison Person;
(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];
(xi) 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;
(xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and
(xiii) requirements for review and update of the CNVMP.</td></tr>
<tr><td colspan="2">Noise Criteria</td></tr>
<tr><td>CC.24</td><td>Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:
Table CC.24.1 Construction noise criteria
<table>
<tr><th>Day of week</th><th>Time</th><th>dB $L_{Aeq(15min)}$</th><th>dB L_{Amax}</th></tr>
<tr><td colspan="4">Buildings containing activities sensitive to noise</td></tr>
<tr><td rowspan="4">Weekdays</td><td>0630 – 0730</td><td>60</td><td>75</td></tr>
<tr><td>0730 – 1800</td><td>75</td><td>90</td></tr>
<tr><td>1800 – 2000</td><td>70</td><td>85</td></tr>
<tr><td>2000 – 0630</td><td>45</td><td>75</td></tr>
<tr><td>Saturdays</td><td>0630 – 0730</td><td>45</td><td>75</td></tr>
</table></td></tr>
</table>

Ref	Condition			
		0730 – 1800	75	90
		1800 – 2000	45	75
		2000 – 0630	45	75
	Sundays and Public Holidays	0630 – 0730	45	75
		0730 – 1800	55	85
		1800 – 2000	45	75
		2000 – 0630	45	75
	Other occupied buildings			
	All days	0730 - 1800	75	n/a
		1800 - 0730	80	n/a
	(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.			
Vibration Criteria				
CC.25	(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 CC.25.1 Construction vibration criteria

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

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

(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

Ref	Condition
	(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities. (d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.
CC.26	(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. (b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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.
Historic Heritage Management Plan	
CC.27	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: i) 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. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;

Ref	Condition
	C. 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; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. 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; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) 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; A. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; B. 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: i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. 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. (c) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Pre-Construction Ecological Survey	

Ref	Condition
CC.28	(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by: i) Confirming whether the species of value identified as potentially present within Biodiversity Areas[1] identified in Schedule 2 are actually present, and; ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions. (d) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).
Ecological Management Plan (EMP)	
CC.29	(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include: i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.

[1] **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
	ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds: A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include: i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At- Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. **ADVICE NOTE:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

Ref	Condition
	i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	(a) A Tree Management Plan shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The objective of the Tree Management Plan is to retain mature vegetation and native trees, where practicable and otherwise avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
Operational Conditions (OC)	
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Attachments

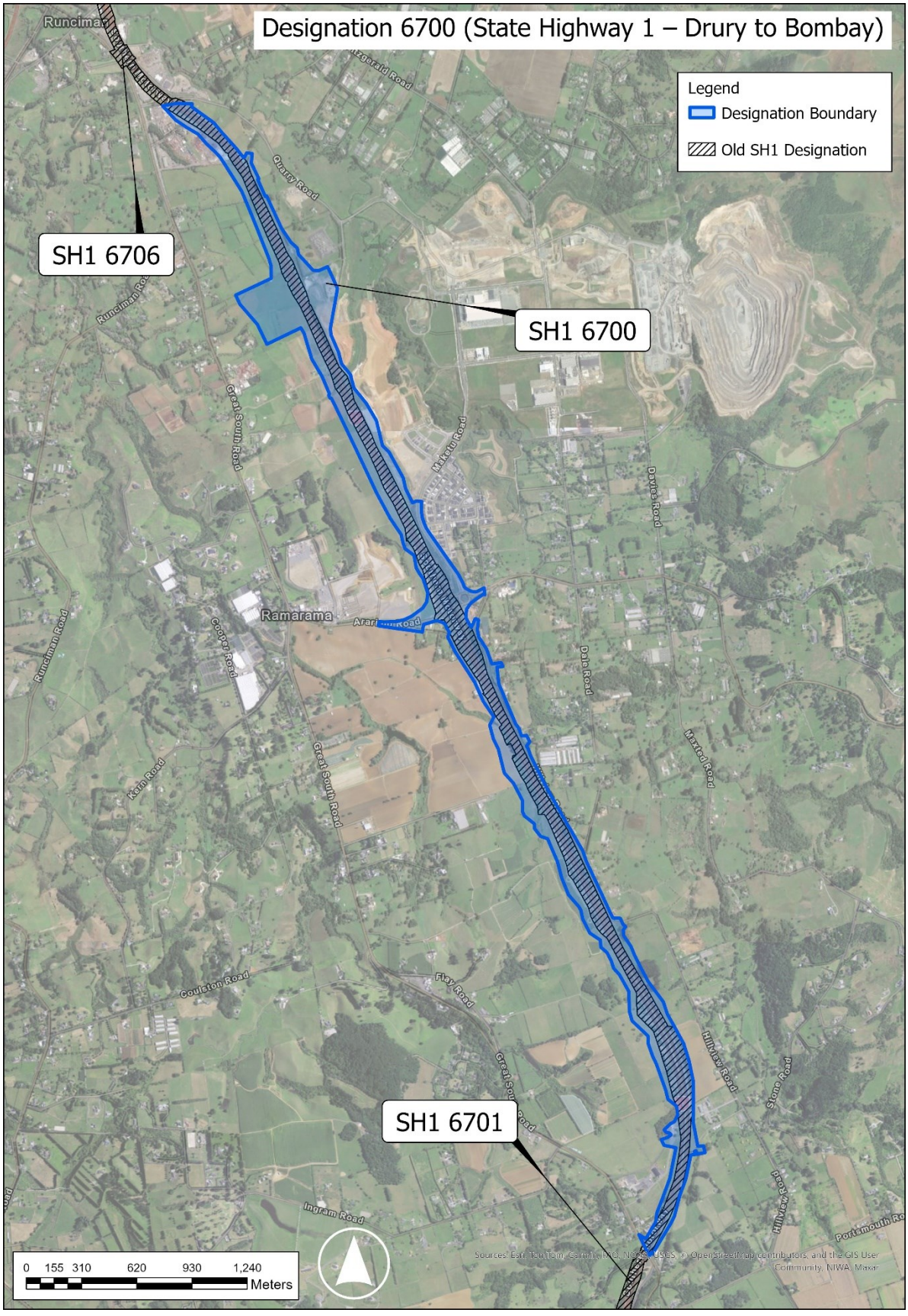
Schedule 1: General Accordance Plans and Information

Project Description:

The proposed designation is for the construction, operation, maintenance of a motorway between just south of Quarry Road over-bridge and the SH1 Great South Road over-bridge at Bombay, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

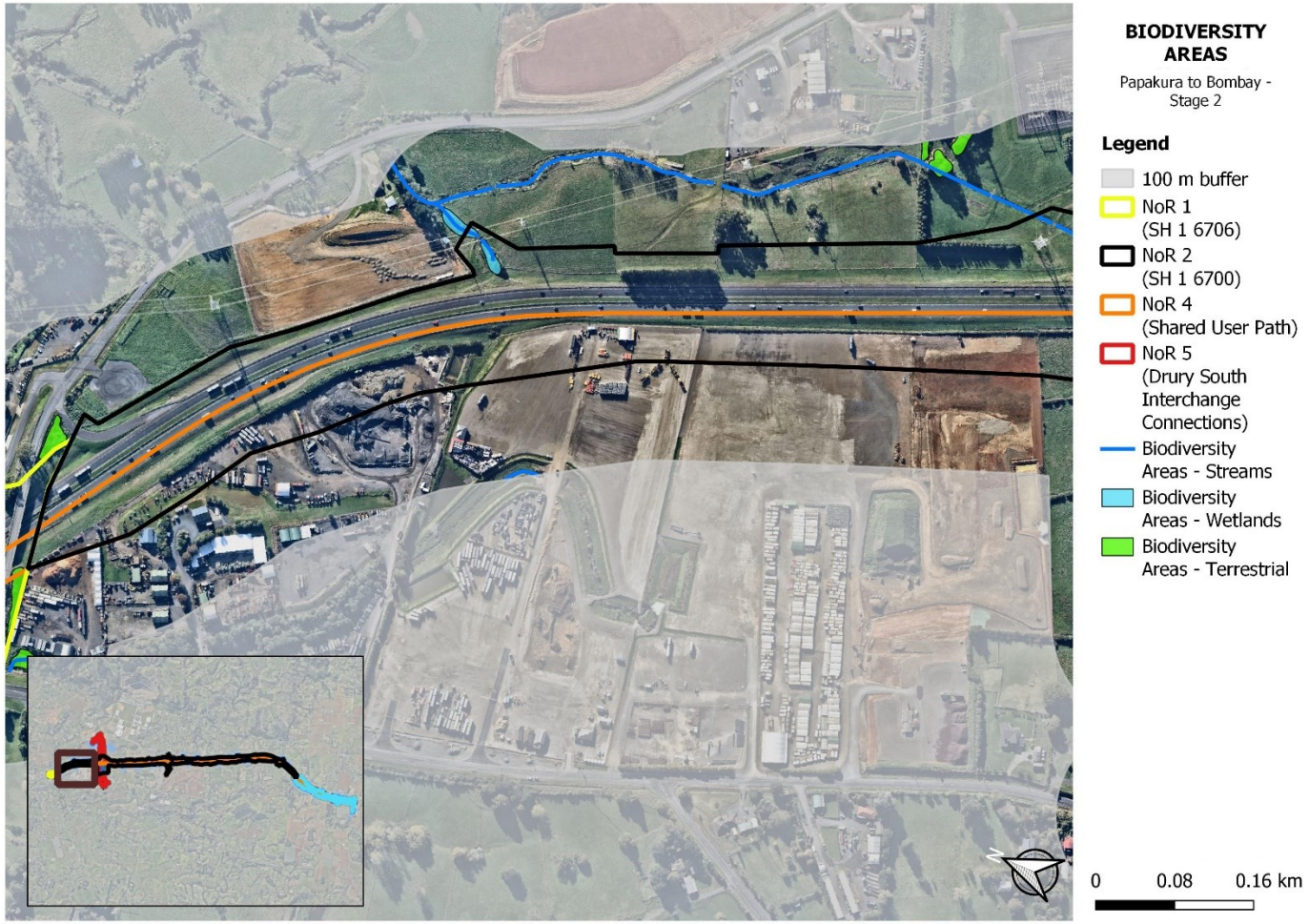
- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Construction of a new interchange at Drury South, including a new over-pass;
- Upgrades to Ramarama Interchange, including modification of the existing roundabouts, and new over-pass;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

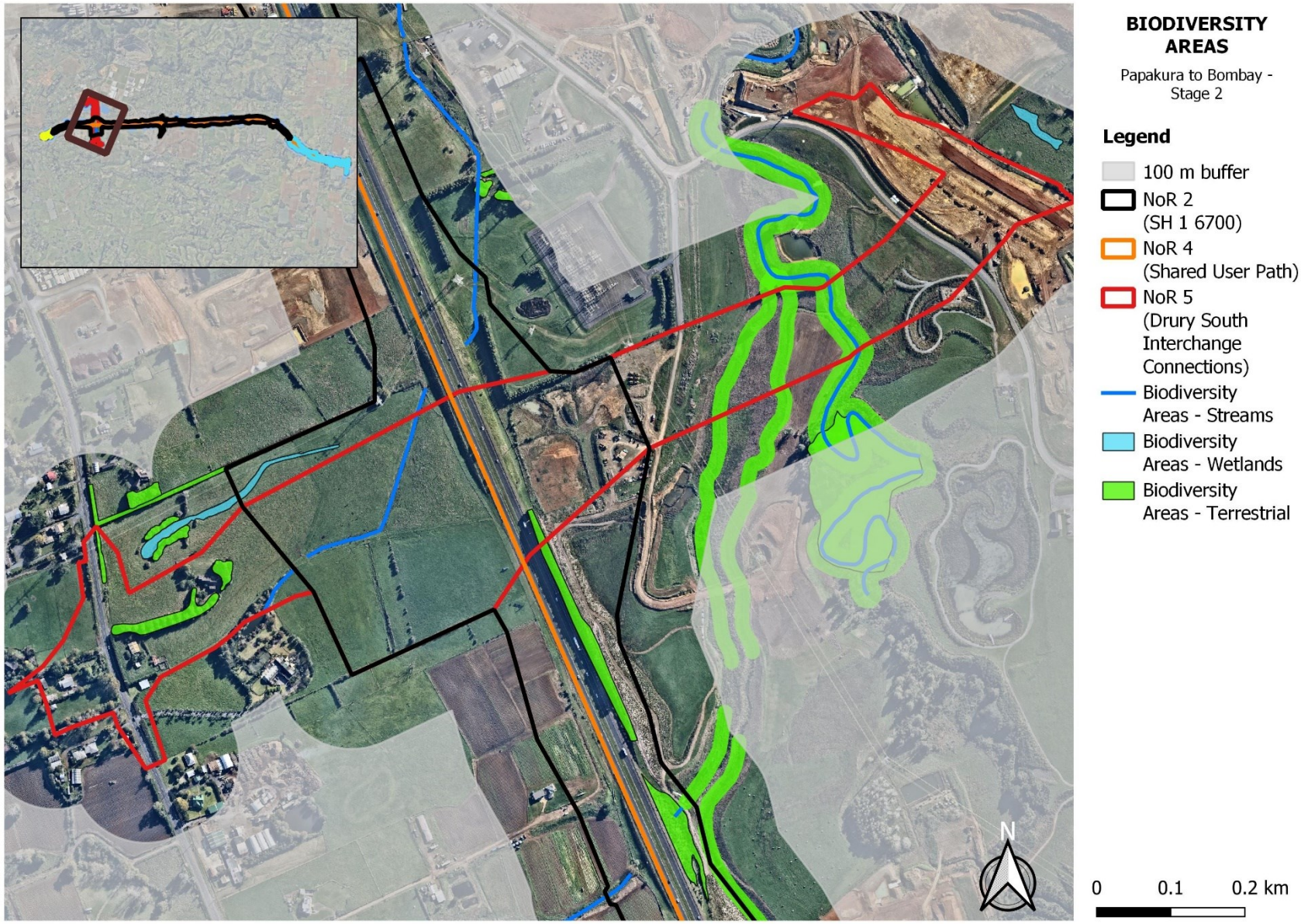
Concept Plan

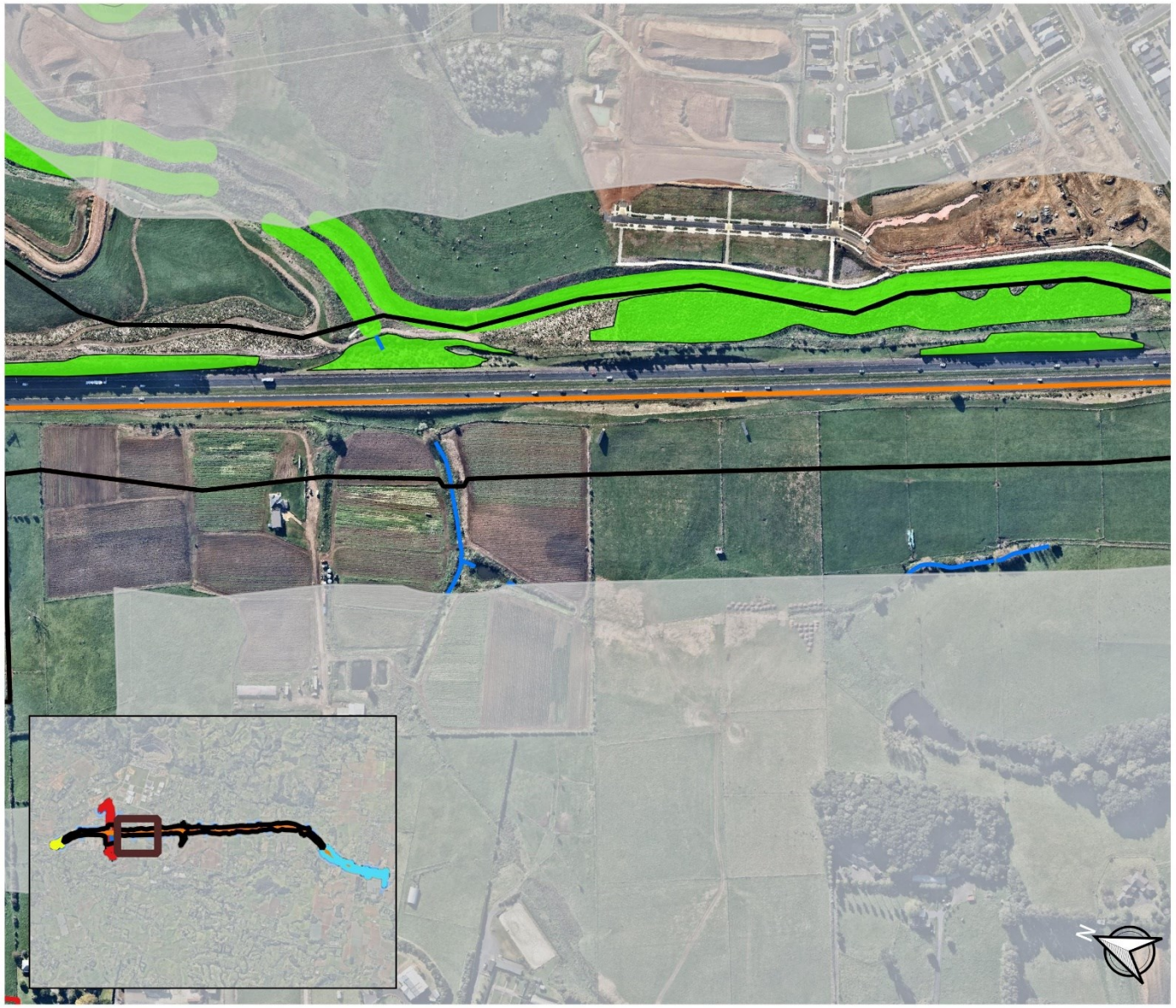


Schedule 2: Ecology

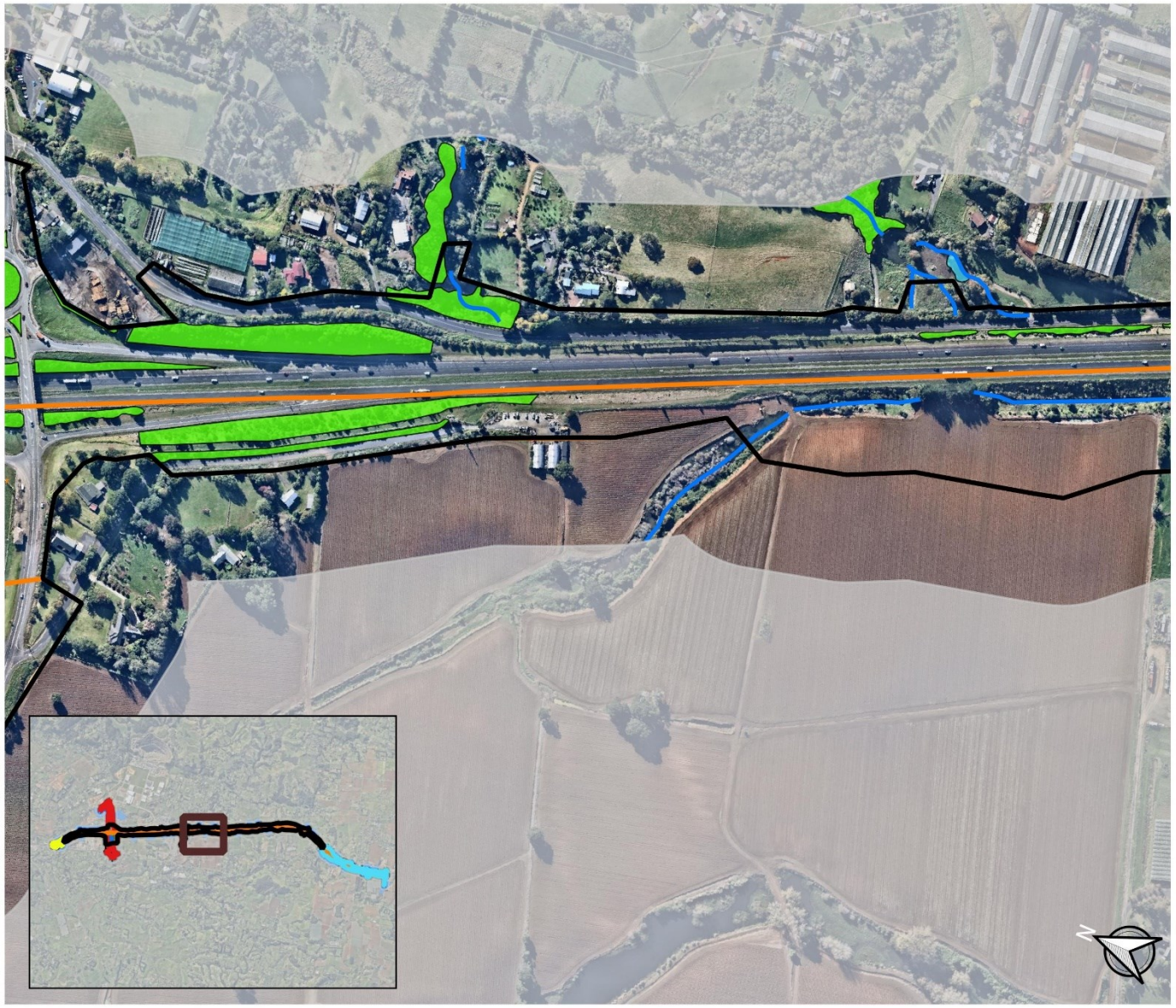
Identified Biodiversity Areas

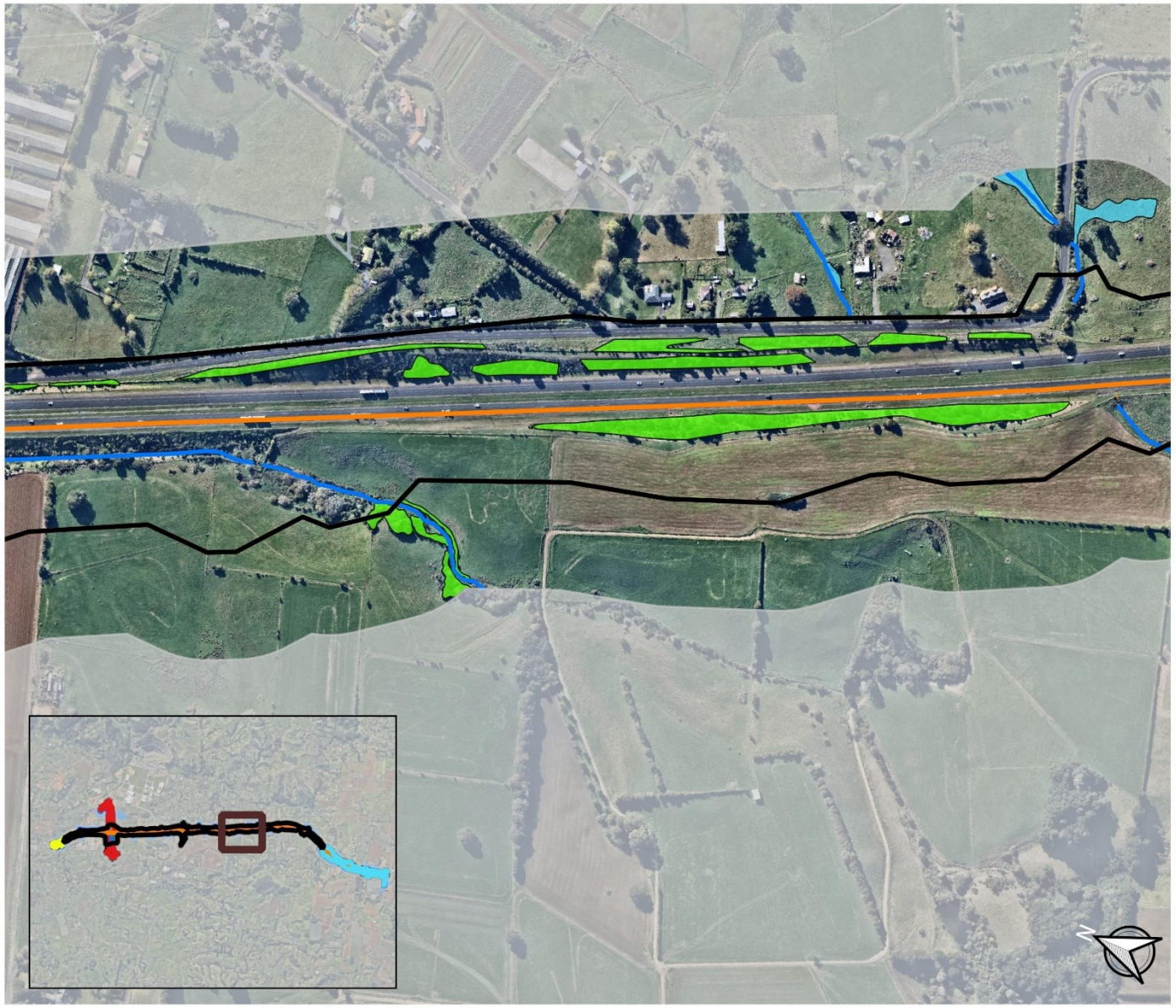



BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
NoR 5 (Drury South Interchange Connections)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.1
0.2 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
NoR 5 (Drury South Interchange Connections)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 3 (SH 1 6701)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
0
0.07
0.14 km

Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

Table 10. **Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ▶ Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

6701 State Highway 1 - Bombay

Designation Number	6701
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Bombay Road to Mill Road, Bombay
Rollover Designation	Yes
Legacy Reference	Designation 86B, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Motorway.

Conditions

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council

Abbreviation/term	Meaning/definition
CTMP	Construction Traffic Management Plan
Designation 6701	Alteration of SH1 Designation 6701 for purpose of a 'Motorway'
EIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991

Abbreviation/term	Meaning/definition
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCEMP	Stakeholder Communication and Engagement Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

Ref	Condition
General Conditions (GC)	
Activity in General Accordance with Plans and Information	
GC.1	(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 prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practitable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been

Ref	Condition
	established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information 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 s176(1)(b) of the RMA. (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
Designation Review	
GC.3	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Network Utility Operators (Section 176 Approval)	
GC.5	(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects 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 (PC)	

Ref	Condition
Pre-construction site meeting	
PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The following information shall be made available at the pre- construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans; and (d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	(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 Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP), (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	

Ref	Condition
PC.4	(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) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of 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 PC.3 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. (iii) 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 as soon as practicable following identification of the need for a revision; (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
PC.5	Prior to the lodgement of any outline plan of works for activities on the following roads (a) Bombay Road; (b) Great South Road; and, (c) Mill Road. NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.
Stakeholder Communication and Engagement Management Plan (SCEMP)	
PC.6	(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

Ref	Condition
	(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works. (c) To achieve the purpose, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context; (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality-environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP. (d) Stakeholders identified through Conditions PC.6 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.

Ref	Condition
	(e) The ULDMP shall be prepared in general accordance with the: (i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024; (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. (f) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges; (v) Promotes inclusive access (where appropriate); and (vi) 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. (vii) Retains mature trees and native vegetation, where practicable. (g) The ULDMP(s) shall include:

Ref	Condition
	(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (h) The ULDMP shall be designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. (i) The ULDMP shall also include the following tree management planting details and maintenance requirements: (i) Tree management and planting design details including: A. Measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in Schedule 3. B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). C. Street trees, shrubs and ground cover suitable for the location; D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. Planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; (iii) 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 (iv) 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.

Ref	Condition
Network Utilities Integration	
PC.8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and 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.
Specific Outline Plan Requirements (OPW)	
Flood	
OPW.1	(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement. (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 Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).
Existing Property Access	
OPW.2	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.
Construction Conditions (CC)	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.

Ref	Condition
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses; (v) the proposed site layouts (including construction yards), locations of refuelling activities and 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) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; (xiii) methods for amending and updating the CEMP as required; (xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and

Ref	Condition
	(xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: A. construction activities undertaken outside of flood plains and overland flow paths where practicable; B. scheduling of construction activities during dry periods; and C. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	(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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. 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.
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.

Ref	Condition
	(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) 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) 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; (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 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.
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Transpower Infrastructure Management Plan	

Ref	Condition
CC.15	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the TIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.17	(a) To achieve the purpose, the TIMP shall include: (i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.

Ref	Condition
CC.19	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.20	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. **ADVICE NOTE:** Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz
Cultural Monitoring Plan	
CC.21	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (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 nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).

Ref	Condition
	(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
CC.22	(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) 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; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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);

Ref	Condition
	(x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. **ADVICE NOTE**: Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.
Construction noise and vibration management plan	
CC.23	(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the

<table>
<tr><th>Ref</th><th>Condition</th></tr>
<tr><td></td><td>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 CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];
(xi) 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;
(xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and
(xiii) requirements for review and update of the CNVMP.</td></tr>
<tr><td colspan="2">Noise Criteria</td></tr>
<tr><td>CC.24</td><td>Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:
Table CC.24.1 Construction noise criteria
<table>
<tr><th>Day of week</th><th>Time</th><th>dB $L_{Aeq(15min)}$</th><th>dB L_{Amax}</th></tr>
<tr><td colspan="4">Buildings containing activities sensitive to noise</td></tr>
<tr><td rowspan="4">Weekdays</td><td>0630 – 0730</td><td>60</td><td>75</td></tr>
<tr><td>0730 – 1800</td><td>75</td><td>90</td></tr>
<tr><td>1800 – 2000</td><td>70</td><td>85</td></tr>
<tr><td>2000 – 0630</td><td>45</td><td>75</td></tr>
<tr><td rowspan="4">Saturdays</td><td>0630 – 0730</td><td>45</td><td>75</td></tr>
<tr><td>0730 – 1800</td><td>75</td><td>90</td></tr>
<tr><td>1800 – 2000</td><td>45</td><td>75</td></tr>
<tr><td>2000 – 0630</td><td>45</td><td>75</td></tr>
<tr><td rowspan="4">Sundays and Public Holidays</td><td>0630 – 0730</td><td>45</td><td>75</td></tr>
<tr><td>0730 – 1800</td><td>55</td><td>85</td></tr>
<tr><td>1800 – 2000</td><td>45</td><td>75</td></tr>
<tr><td>2000 – 0630</td><td>45</td><td>75</td></tr>
<tr><td colspan="4">Other occupied buildings</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>Ref</th><th>Condition</th></tr>
<tr><td></td><td>
<table>
<tr><td rowspan="2">All days</td><td>0730 - 1800</td><td>75</td><td>n/a</td></tr>
<tr><td>1800 - 0730</td><td>80</td><td>n/a</td></tr>
</table>
(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.
</td></tr>
<tr><td colspan="2">Vibration Criteria</td></tr>
<tr><td>CC.25</td><td>
(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 CC.25.1 Construction vibration criteria
<table>
<tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr>
<tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr>
<tr><td>Daytime 0630h - 2000h</td><td>1mm/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 rowspan="2">All other buildings</td><td>At all other times
Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2*
Table B2</td></tr>
<tr><td>At all other times
Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2*
50% of Table B2 values</td></tr>
</table>
*BS 5228-2:2009 ‘Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration’

(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.

(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.
</td></tr>
<tr><td>CC.26</td><td>
(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:

(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;

(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.
</td></tr>
</table>

Ref	Condition
	(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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.
Historic Heritage Management Plan	
CC.27	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: (i) 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. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. 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; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. 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; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;

Ref	Condition
	(ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) 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; G. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; H. 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: i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. 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. (c) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Pre-Construction Ecological Survey	
CC.28	(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by: (i) Confirming whether the species of value identified as potentially present within Biodiversity Areas[1] identified in Schedule 2 are actually present, and; (ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect ~~as~~ determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).

[1] **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
Ecological Management Plan (EMP)	
CC.29	(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include: (i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds: A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent

Ref	Condition
	to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include: i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At- Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. **ADVICE NOTE:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	(a) A Tree Management Plan shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The objective of the Tree Management Plan is to retain mature vegetation and native trees, where practicable and otherwise avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: (i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i);

Ref	Condition
	B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
Protected Trees (Bishop Selwyn Cairn)	
CC.31	(a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the location and existence of the following trees included in Schedule 3: (i) Item ID. 2152, Puriri, located at 1832 Great South Road, Pt Lot B DP 6559; and; (ii) Item ID. 2695, Norfolk Island Pine, located at 1850 Great South Road, SECT 4 SO69909, PT LOT B DP6559, PT LOT B DP6559, and SECT 3 SO69909. (b) If these trees exist at the time of the survey, a specific Tree Management Plan shall be prepared. The objective of this Tree Management Plan is to protect the trees throughout the construction of the Project.
Protected Heritage Site (Bishop Selwyn Cairn)	
CC.32	(a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the extent of the historic heritage extent of place 'Bishop Selwyn Cairn' listed in the AUPOP Schedule 14.1: Schedule of Historic Heritage (ID 01537), which includes PART ALLOT 254 PSH OF MANGATAWHIRI, PART LOT 3 DP 6559, PART LOTB DP 6559, and the road reserve, as indicated in Schedule 4. (b) No construction activities shall take place within the 'no works' area identified in Schedule 4 throughout the duration of the construction of the Project. The boundaries of the 'no works' area must be clearly illustrated in the OPW provided to the Council.
Operational Conditions (OC)	
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Attachments

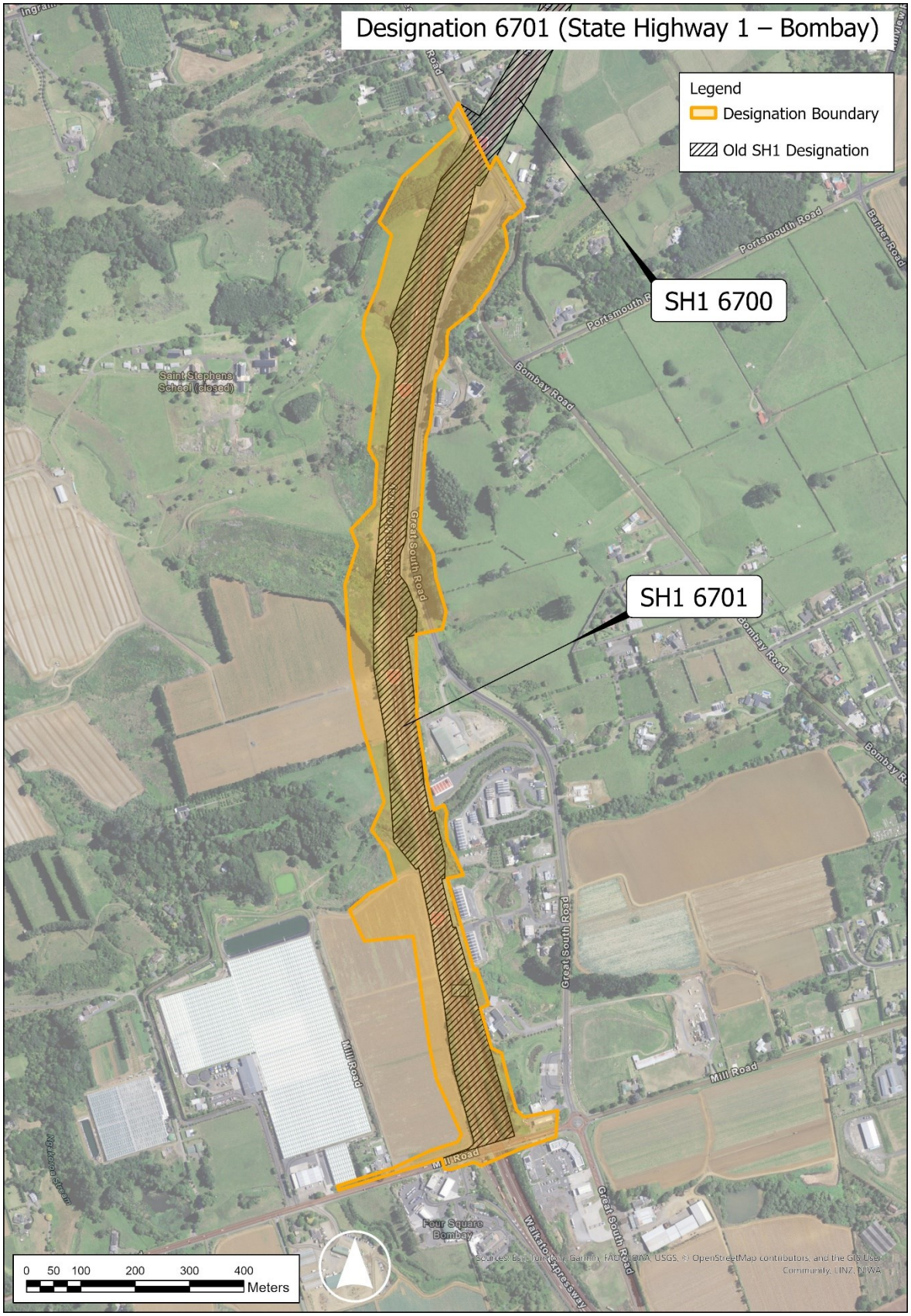
Schedule 1: General Accordance Plans and Information

Project Description:

The proposed alteration is for the construction, operation, and maintenance of a motorway between the SH1 Great South Road over-bridge at Bombay and Bombay Interchange, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

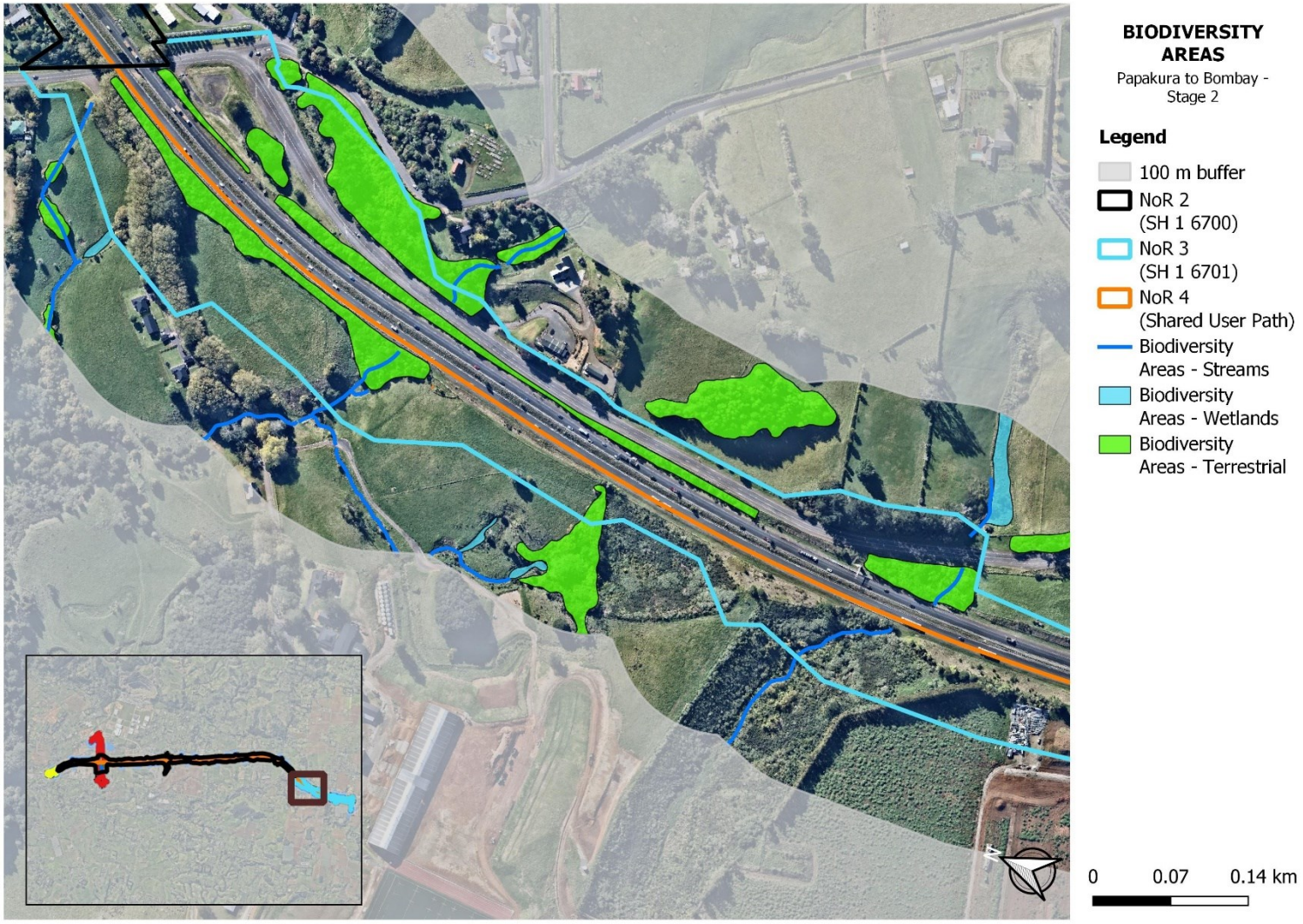
- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Upgrades to Bombay Interchange, including modification of the existing intersections, and replacement and/or additions to the existing over-pass at Mill Road;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecology

Identified Biodiversity Areas



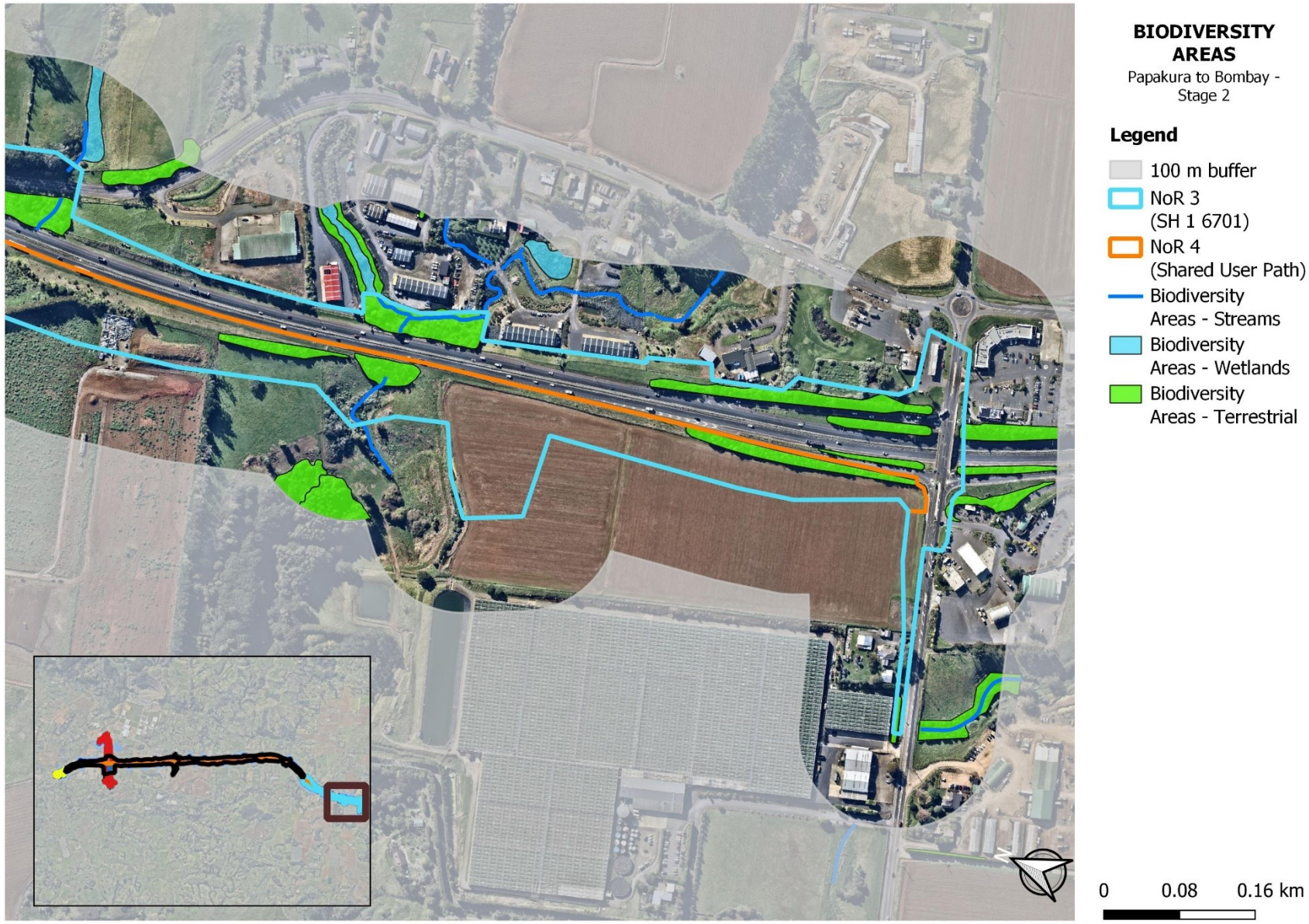

BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 3 (SH 1 6701)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
0
0.08
0.16 km

Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

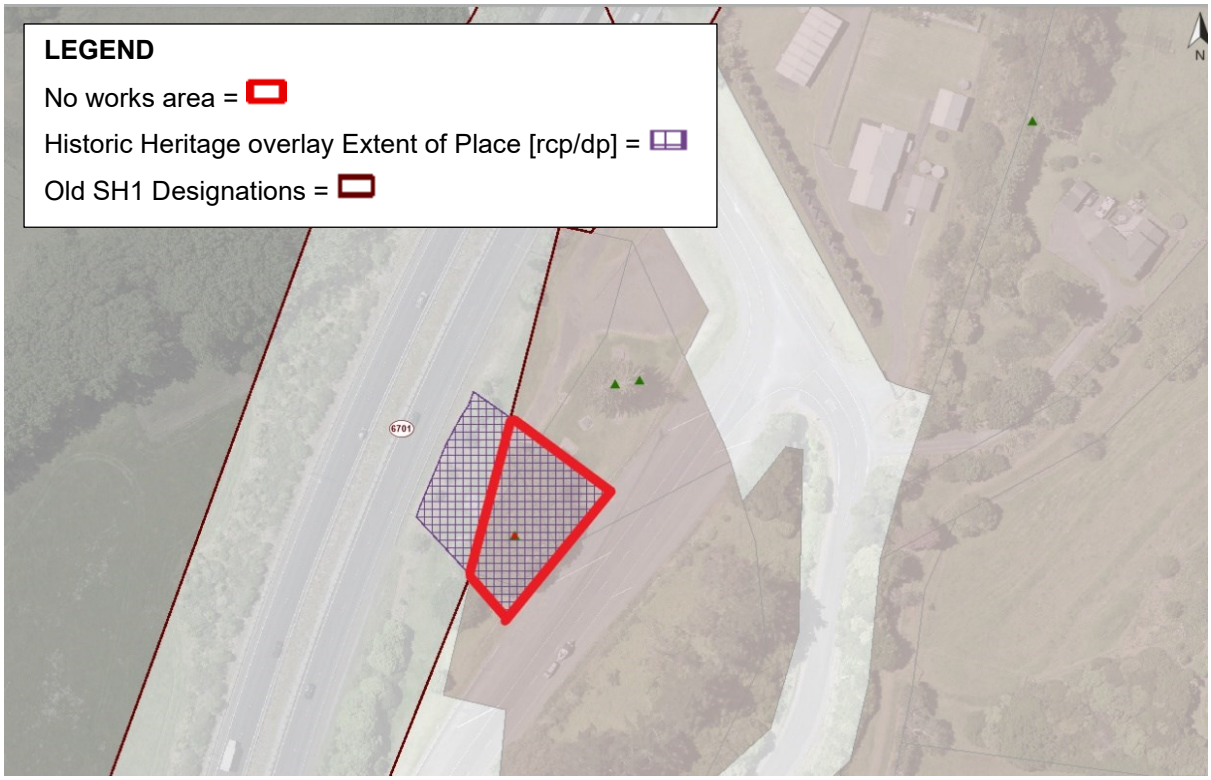
Table 10. **Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ▶ Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 3: Trees to be included in Tree Management Plan

Status	Tree / Group No.	Vegetation Type	Protection	Location	Species	Age	Comments
Portion to be removed.	1	Group of Trees	SEA (Private land)	Within 1799B Great South Road adjacent to SH1	Mixed exotic and indigenous species (Eucalyptus, Puriri, Taraire etc)	Semi – Mature to mature	Portion to be removed for future Shared User Path.
Likely to be removed/ portion to be removed.	2	Group of Trees	Strategic Corridor/Road reserve	Boundary of 1832 Great South Road	20x London Plane trees (semi-mature)	Semi-mature	Removal currently proposed to accommodate upgraded motorway infrastructure including a for Shared Use Path.
Likely to be removed/ portion to be removed.	3	Group of Trees	Strategic Corridor/Road reserve and Private land Notable x37	1832 Great South Road	18x Notable Plane trees affected. 6x removals	Mature	Removal currently proposed to accommodate upgraded motorway infrastructure including a Shared Use Path.
To be retained and protected	4	Group of Trees	Road Reserve	SEC 4 SO 69909, SEC 3 SO 69909, Pt Lot B DP 6559, Pt Lot B DP 6559	Notable Group of Puriri trees	Mature	To be retained and protected as part of works
To be retained and protected	5	Group of Trees	Road Reserve	1832 Great South Road Bombay. To southeast of SH1.	2x Notable Norfolk Island Pine trees	Mature	To be retained and protected as part of works
To be retained and protected	7	Group of Trees	Road Reserve (Not protected due to adjacent Rural zone)	Western side of Maher Road near intersection.	Pin Oak trees x3	Mature	To be retained and protected as part of works
Possible removal / works within protected root zone	8	Single tree	Notable tree	Within 185 Mill Road, Bombay.	Puriri tree	Mature	Removal currently proposed for Shared Use Path and batter.

Schedule 4: Protected heritage site (Bishop Selwyn Cairn)



[# Council to allocate #] Shared User Path

Designation Number	[# Council to allocate #]
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from approximately 200 metres north of Quarry Road, Drury to Bombay Interchange/Mill Road.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.

Purpose

Construction, operation and maintenance of a shared path and associated infrastructure.

Conditions

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.

Abbreviation/term	Meaning/definition
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991

Abbreviation/term	Meaning/definition
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCEMP	Stakeholder Communications and Engagement Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

Ref	Condition
General Conditions (GC)	
Activity in General Accordance with Plans and Information	
GC.1	(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 prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been

	established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information 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 s176(1)(b) of the RMA. (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
Designation Review	
GC.3	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
GC.5	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
GC.6	(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects 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 (PC)	
Pre-construction site meeting	
PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The following information shall be made available at the pre- construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans; and (d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	(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 Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP), (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP).

	(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	
PC.4	(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) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of 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 PC.3 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. (iii) 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 as soon as practicable following identification of the need for a revision; (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
PC.5	Prior to the lodgement of any outline plan of works for activities on the following roads (a) Quarry Road; (b) Great South Road; (c) Maher Road; (d) Ararimu Road (Ramarama Interchange); and , (e) Mill Road (Bombay Interchange). NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.

Stakeholder Communication and Engagement Management Plan (SCEMP)	
PC.6	(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works. (c) To achieve the purpose, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context; (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.

	(d) Stakeholders identified through Conditions PC.6 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. (e) The ULDMP shall be prepared in general accordance with the: (i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024; (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. (f) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges; (v) Promotes inclusive access (where appropriate); and (vi) 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. (vii) Retains mature trees and native vegetation, where practicable.

	(g) The ULDMP(s) shall include: (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (h) The ULDMP shall be designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. (i) The ULDMP shall also include the following planting details and maintenance requirements: (i) Tree management and planting design details including: A. Measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in Schedule 3. B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). C. Street trees, shrubs and ground cover suitable for the location; D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. Planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; (iii) 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 (iv) 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.

Network Utilities Integration	
PC.9	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and 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.
Specific Outline Plan Requirements (OPW)	
Flood	
OPW.1	(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement. (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 Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).
Existing Property Access	
OPW.2	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.
Construction Conditions (CC)	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	2-5 earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.

CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses; (v) the proposed site layouts (including construction yards), locations of refuelling activities and 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) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; (xiii) methods for amending and updating the CEMP as required; (xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and

	(xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: A. construction activities undertaken outside of flood plains and overland flow paths where practicable; B. scheduling of construction activities during dry periods; and C. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	(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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. 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.
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of 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. (c) 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) 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; (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 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.
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Transpower Infrastructure Management Plan	

CC.15	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the TIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.17	(a) To achieve the purpose, the TIMP shall include: (i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.

CC.19	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.20	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. **ADVICE NOTE:** Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz
Cultural Monitoring Plan	
CC.21	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (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 nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).

	(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
CC.22	(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) 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; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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 NZTA most recent guidelines for temporary traffic management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. **ADVICE NOTE**: Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.
Construction noise and vibration management plan	
CC.23	(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the

	period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) 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; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria	
CC.24	Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CC.24.1 Construction noise criteria

Day of week	Time	dB $L_{Aeq(15min)}$	dB L_{Amax}
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

Vibration Criteria

CC.25

(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 CC.25.1 Construction vibration criteria

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

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

(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.

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

CC.26

(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:

(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;

(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.

(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:

(i) construction activity location, start and finish times;

(ii) the nearest neighbours to the construction activity;

	(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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.
Historic Heritage Management Plan	
CC.27	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: (i) 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. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. 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; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. 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; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) 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;

	A. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; B. 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: i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. 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. (c) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Pre-Construction Ecological Survey	
CC.28	(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by: (i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and; (ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect ~~as~~ determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions. (b) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).
Ecological Management Plan (EMP)	
CC.29	(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include: (i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:

	A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds: A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include: i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be

	demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At- Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. **ADVICE NOTE:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	(a) A Tree Management Plan shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The objective of the Tree Management Plan is to retain mature vegetation and native trees, where practicable and otherwise avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: (i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

Attachments

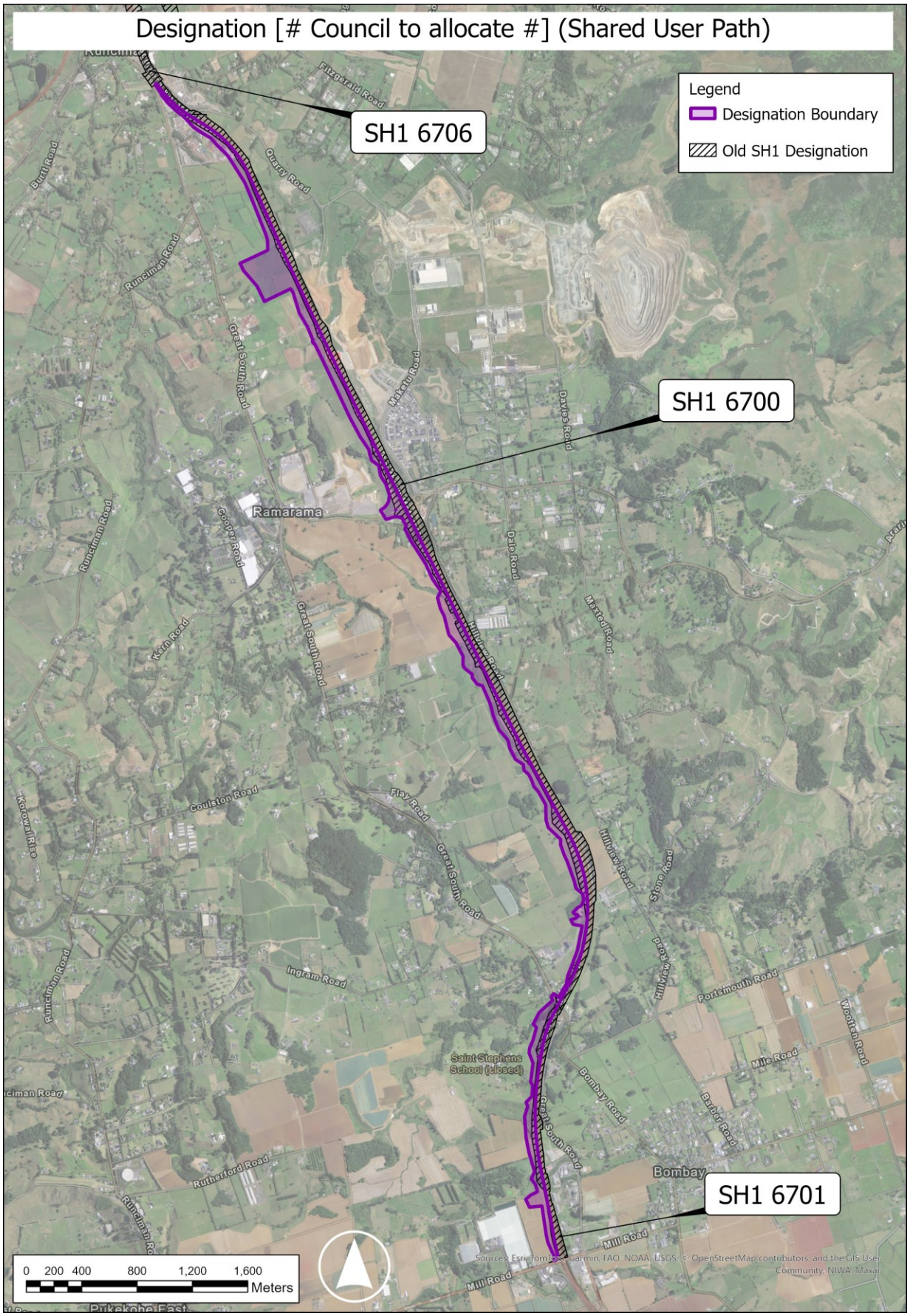
Schedule 1: General Accordance Plans and Information

Project Description:

The proposed designation is for the construction, operation, maintenance of a Shared User Path between Drury Interchange and Bombay Interchange, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Associated works including intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

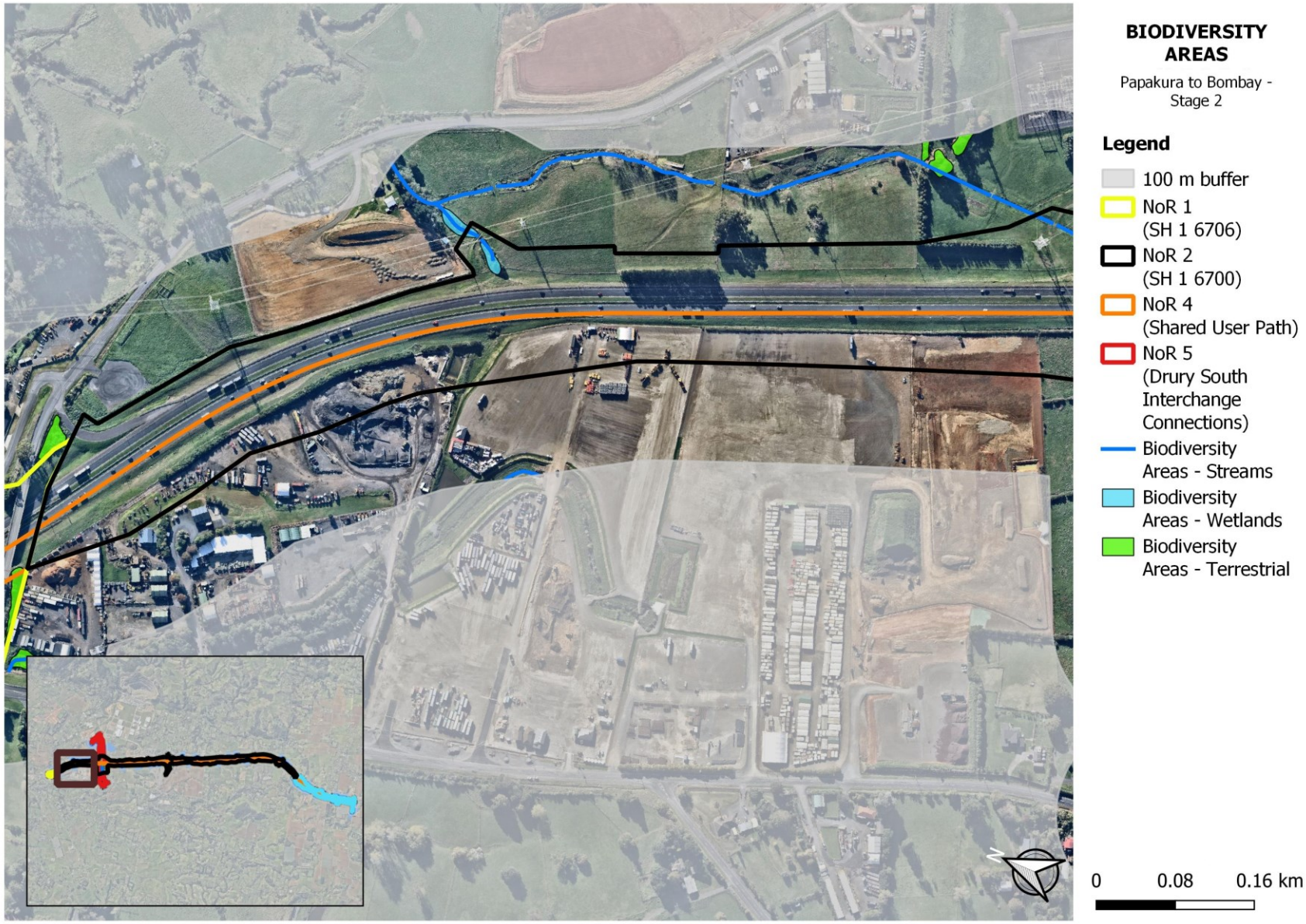
Concept Plan

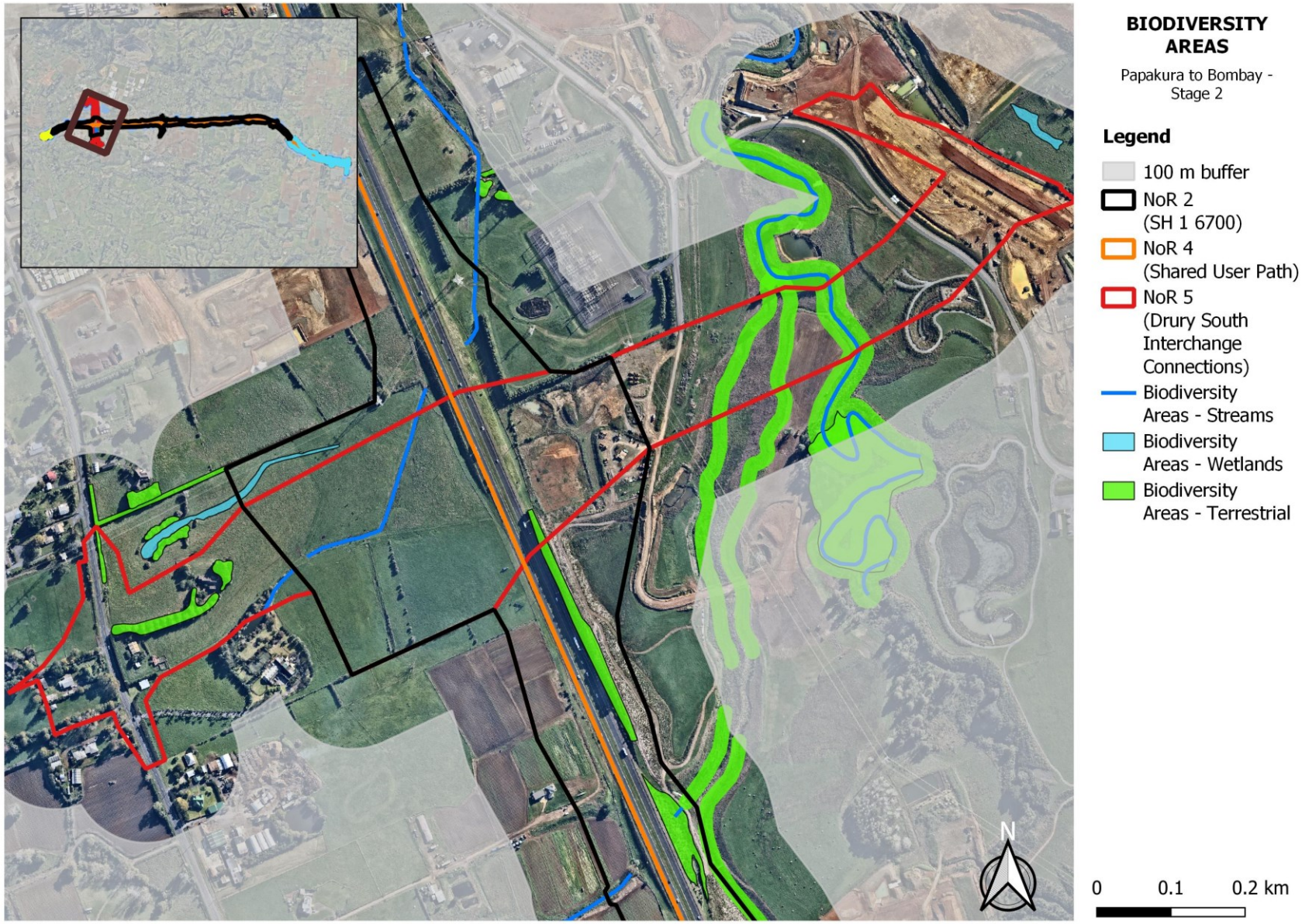


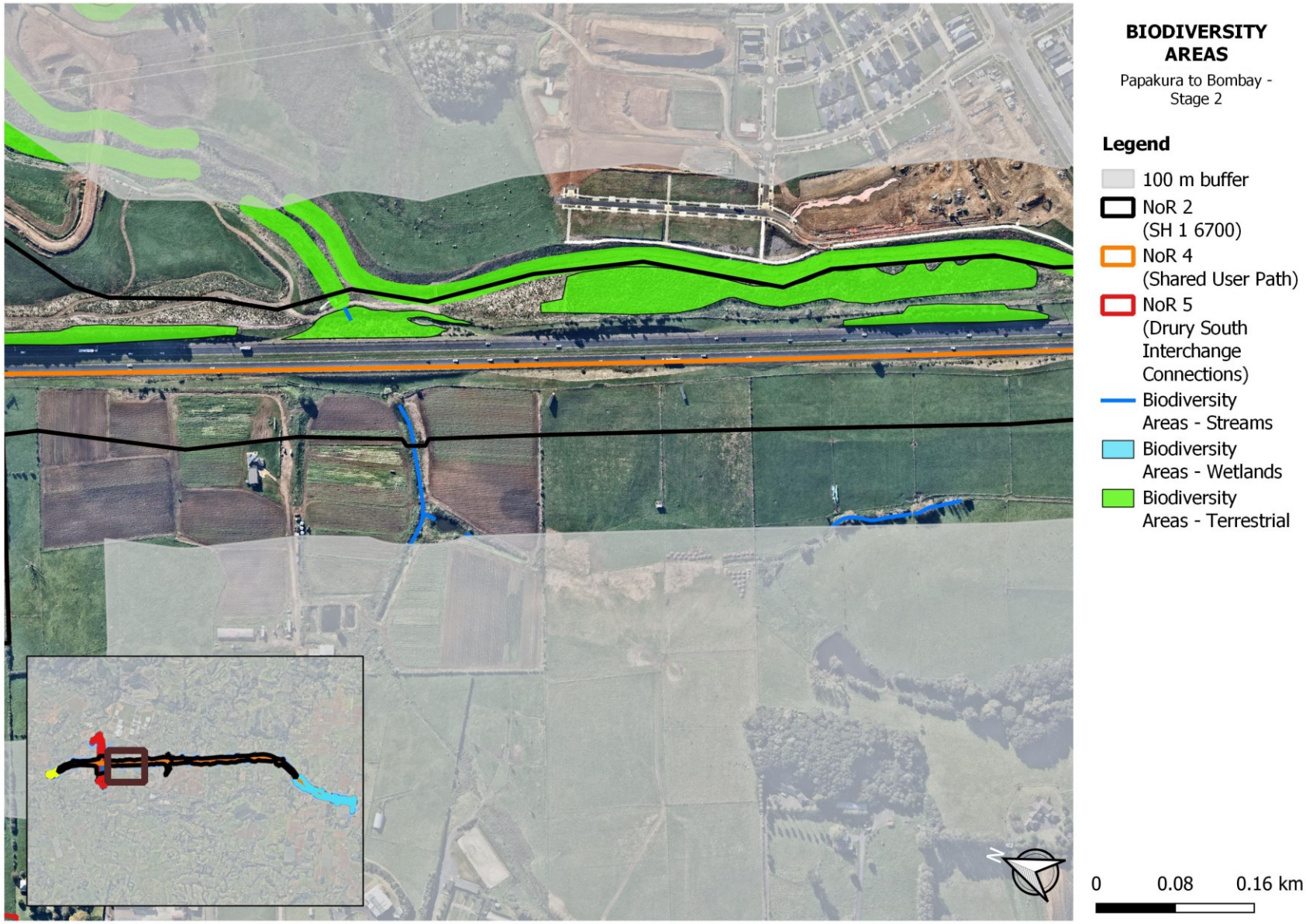
Schedule 2: Ecology

Identified Biodiversity Areas

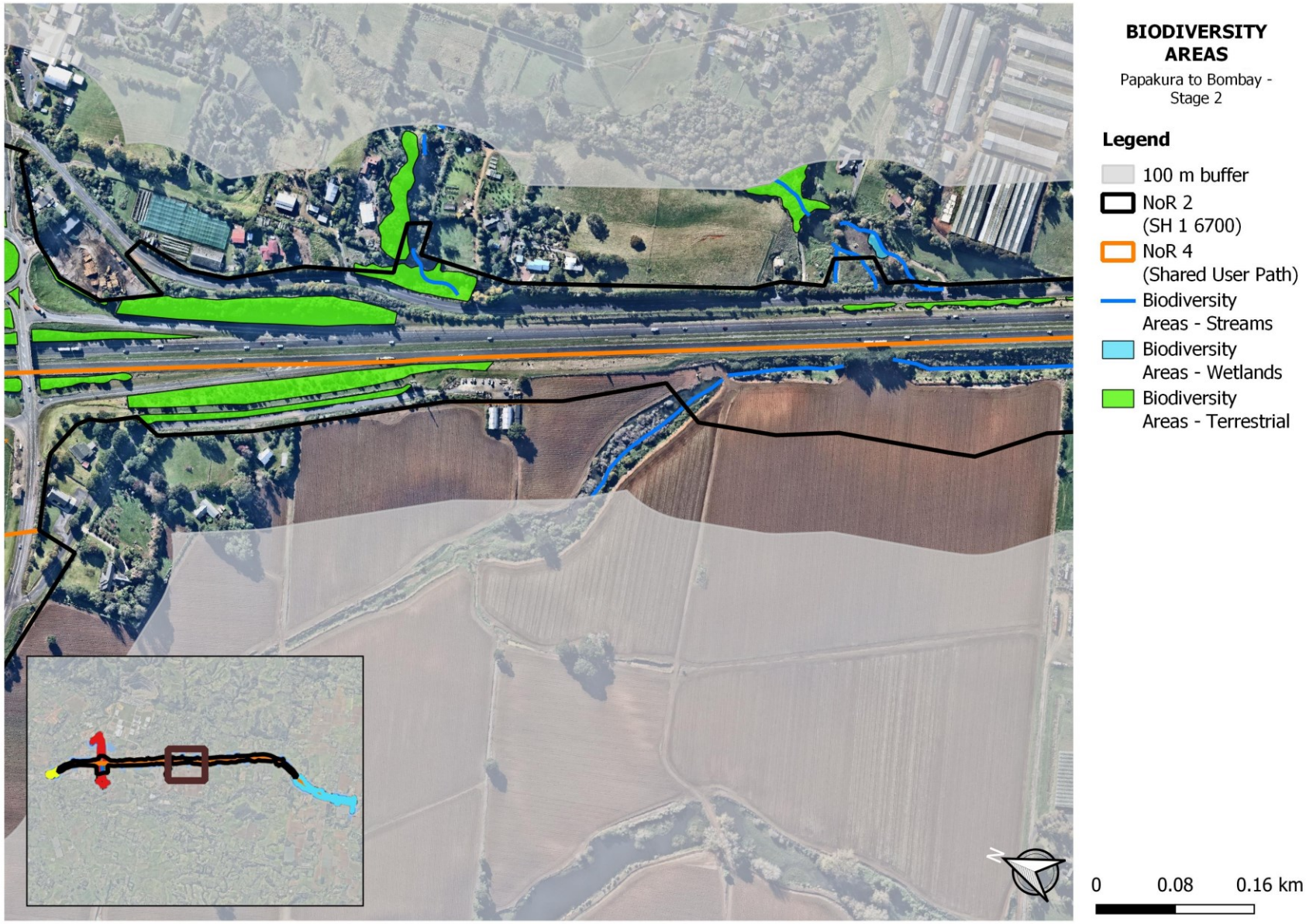



BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 1 (SH 1 6706)
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
NoR 5 (Drury South Interchange Connections)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km

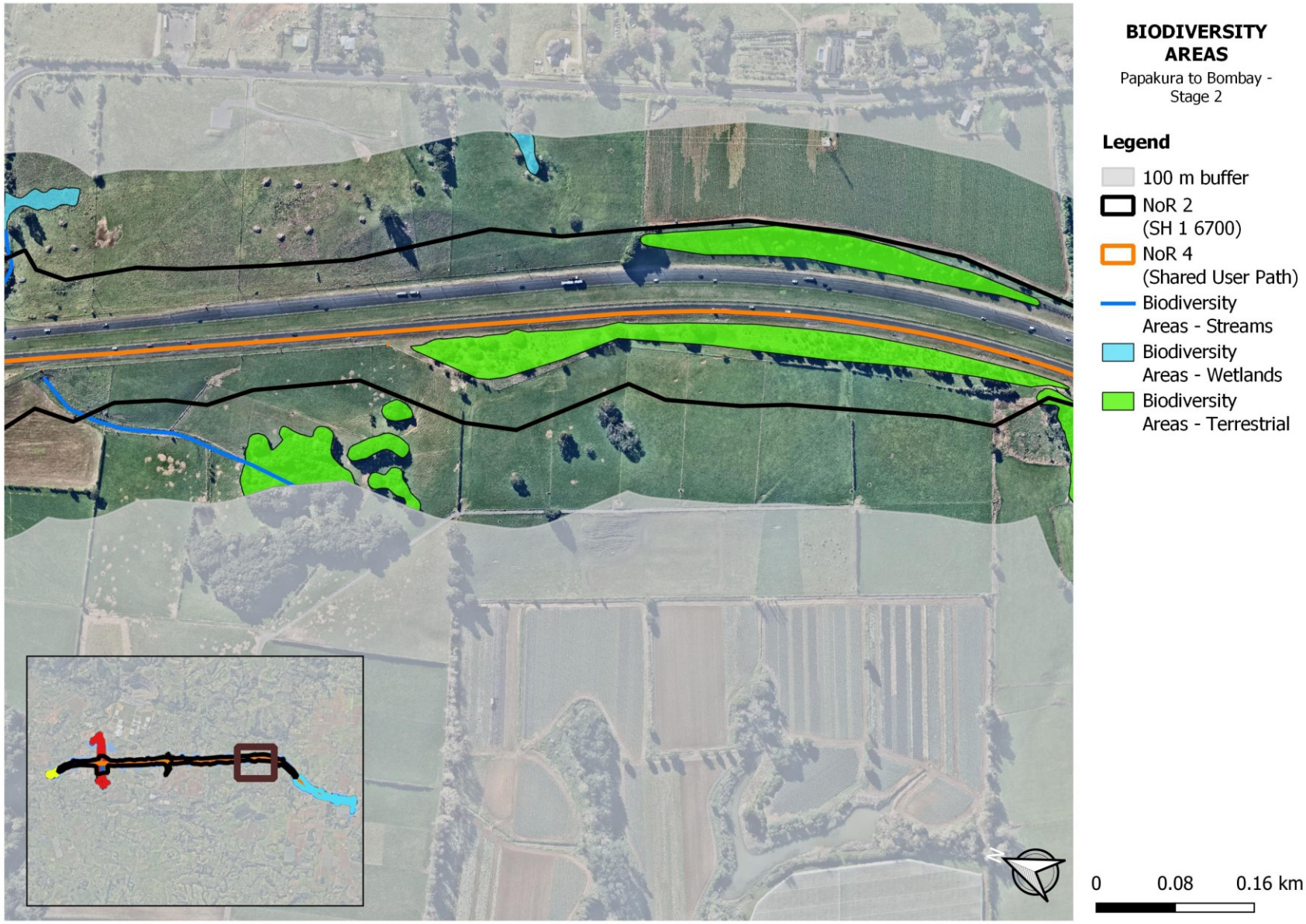

BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
NoR 5 (Drury South Interchange Connections)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.1
0.2 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
NoR 5 (Drury South Interchange Connections)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km

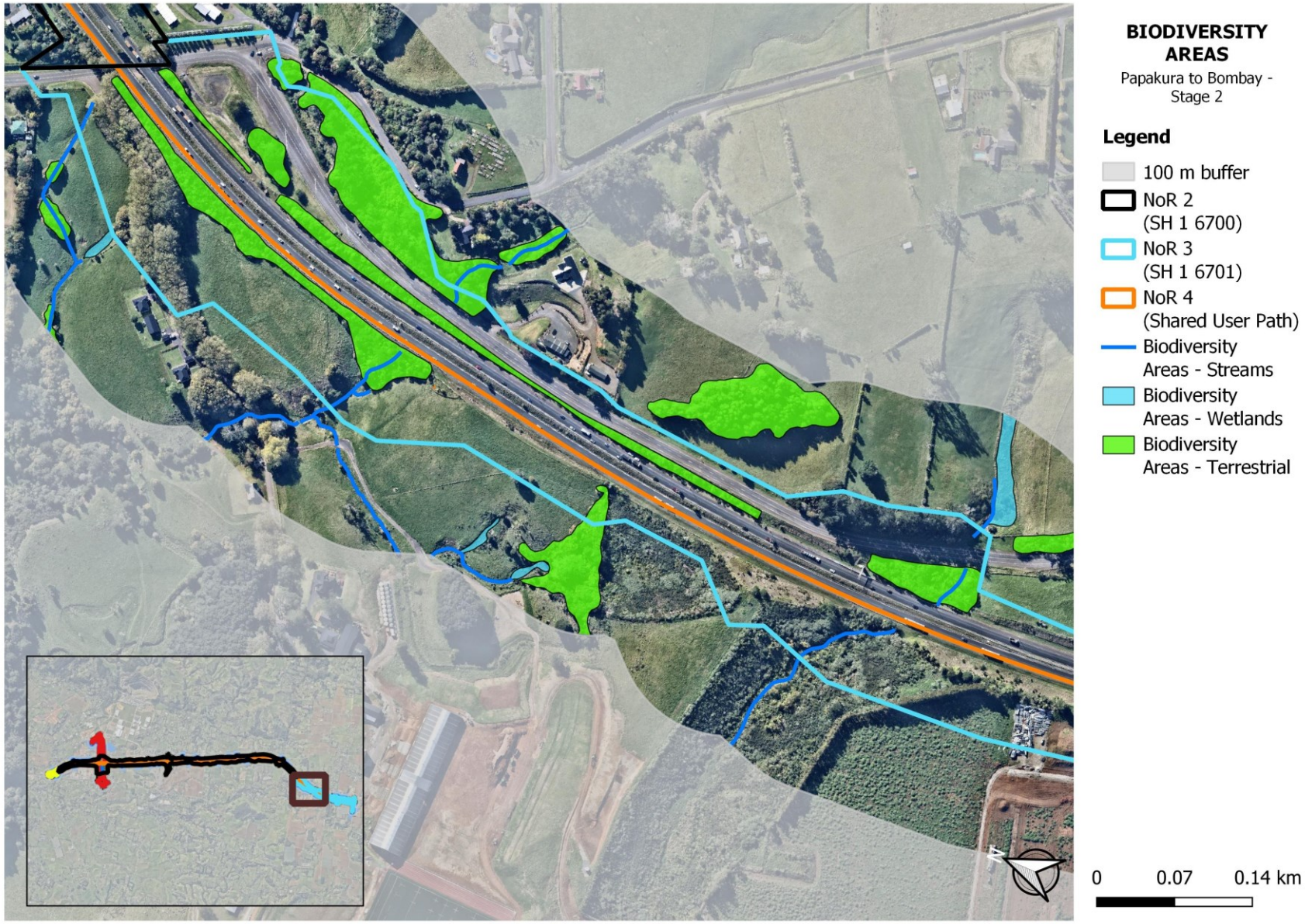

BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.08
0.16 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 3 (SH 1 6701)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
0
0.07
0.14 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 2 (SH 1 6700)
NoR 3 (SH 1 6701)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
N
0
0.07
0.14 km


BIODIVERSITY AREAS
Papakura to Bombay - Stage 2
Legend
100 m buffer
NoR 3 (SH 1 6701)
NoR 4 (Shared User Path)
Biodiversity Areas - Streams
Biodiversity Areas - Wetlands
Biodiversity Areas - Terrestrial
0
0.08
0.16 km

Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

Table 10. **Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ▶ Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 3: Trees to be included in Tree Management Plan

Status	Tree / Group No.	Vegetation Type	Protection	Location	Species	Age	Comments
Portion to be removed.	1	Group of Trees	SEA (Private land)	Within 1799B Great South Road adjacent to SH1	Mixed exotic and indigenous species (Eucalyptus, Puriri, Taraire etc)	Semi – Mature to mature	Portion to be removed for future Shared User Path.
Likely to be removed/ portion to be removed.	2	Group of Trees	Strategic Corridor/Road reserve	Boundary of 1832 Great South Road	20x London Plane trees (semi-mature)	Semi-mature	Removal currently proposed to accommodate upgraded motorway infrastructure including a for Shared Use Path.
Likely to be removed/ portion to be removed.	3	Group of Trees	Strategic Corridor/Road reserve and Private land Notable x37	1832 Great South Road	18x Notable Plane trees affected. 6x removals	Mature	Removal currently proposed to accommodate upgraded motorway infrastructure including a Shared Use Path.

[# Council to allocate #] Drury South Interchange Connections

Designation Number	[# Council to allocate #]
Requiring Authority	New Zealand Transport Agency
Location	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.

Purpose

Construction, operation, and maintenance of a State Highway.

Conditions

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council

Abbreviation/term	Meaning/definition
CTMP	Construction Traffic Management Plan
EIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.

Abbreviation/term	Meaning/definition
SCEMP	Stakeholder Communication and Engagement Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

Ref.	Condition
General Conditions (GC)	
Activity in General Accordance with Plans and Information	
GC.1	(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 prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing 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;

Ref.	Condition
	(ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information 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 s176(1)(b) of the RMA. (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
Designation Review	
GC.3	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
GC.5	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
GC.6	(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects 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.

Ref.	Condition
Pre-construction conditions (PC)	
Pre-construction site meeting	
PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The following information shall be made available at the pre-construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans; and (d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	(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 Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP), (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.

Ref.	Condition
Management Plans	
PC.4	(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) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of 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 PC.3 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. (iii) 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 as soon as practicable following identification of the need for a revision; (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
PC.5	Prior to the lodgement of any outline plan of works for activities on the following roads (a) Great South Road; (b) Quarry Road, (c) Maketu Road, and, (d) Harrison Road. NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network. **ADVICE NOTE:** Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.
Stakeholder Communication and Engagement Management Plan (SCEMP)	

Ref.	Condition
PC.6	(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works. (c) To achieve the purpose, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context; (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.

Ref.	Condition
	(d) Stakeholders identified through Conditions PC.6 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. (e) The ULDMP shall be prepared in general accordance with: (i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024; (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. (f) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges; (v) Promotes inclusive access (where appropriate); and (vi) 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.

Ref.	Condition
	(vii) Retains mature trees and native vegetation, where practicable. (g) The ULDMP(s) shall include: (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (h) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. (i) Details to demonstrate how the design of the bridge structure over the Hingaia Stream responds to its environment. (j) 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, and any planting requirements under Condition CC.29 (Ecological Management Plan). 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. Planting of stormwater wetlands; 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) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; (iii) 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 (iv) 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

Ref.	Condition
	E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Network Utilities Integration	
PC.8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and 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.
Specific Outline Plan Requirements (OPW)	
Flood	
OPW.1	(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement. (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 Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).
Existing Property Access	
OPW.2	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.
Construction Conditions (CC)	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken

Ref.	Condition
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise land-modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses; (v) the proposed site layouts (including construction yards), locations of refuelling activities and 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) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works;

Ref.	Condition
	(xiii) methods for amending and updating the CEMP as required; (xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: A. construction activities undertaken outside of flood plains and overland flow paths where practicable; B. scheduling of construction activities during dry periods; and C. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	(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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. 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.
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.

Ref.	Condition
Network Utility Management Plan	
CC.8	(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of 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. (c) 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) 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; (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 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.
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.

Ref.	Condition
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Transpower Infrastructure Management Plan	
CC.15	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the TIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.17	(a) To achieve the purpose, the TIMP shall include: (i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;

Ref.	Condition
	E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.20	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. **ADVICE NOTE:** Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz
Cultural Monitoring Plan	
CC.21	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (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 nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.

Ref.	Condition
	(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v). (e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
CC.22	(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) 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; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;

Ref.	Condition
	(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 NZTA most recent guidelines for temporary traffic management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. **ADVICE NOTE**: Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.
Construction noise and vibration management plan	
CC.23	(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), 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;

Ref.	Condition
	(iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) 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; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria	
CC.24	Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria: **Table CC.24.1 Construction noise criteria**

Day of week	**Time**	**dB $L_{Aeq(15min)}$**	**dB L_{Amax}**
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

Vibration Criteria

CC.25

(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 CC.25.1 Construction vibration criteria

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

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

(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.

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

CC.26

(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:

(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;

(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.

(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:

(i) construction activity location, start and finish times;

(ii) the nearest neighbours to the construction activity;

	(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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.
Historic Heritage Management Plan	
CC.27	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: (i) 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. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. 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; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. 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; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) 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; A. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; B. 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: i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. 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. (c) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Pre-Construction Ecological Survey	
CC.28	(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by: (i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and; (ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions. (d) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).
Ecological Management Plan (EMP)	
CC.29	(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas

as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:

(i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:

A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.

B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;

C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;

D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);

E. Details of measures to minimise operational disturbance from light spill; and

F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.

(ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):

A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and

B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.

(iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:

A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;

B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds;

C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include:

	i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. **ADVICE NOTE:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
Operational Conditions (OC)	
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Attachments

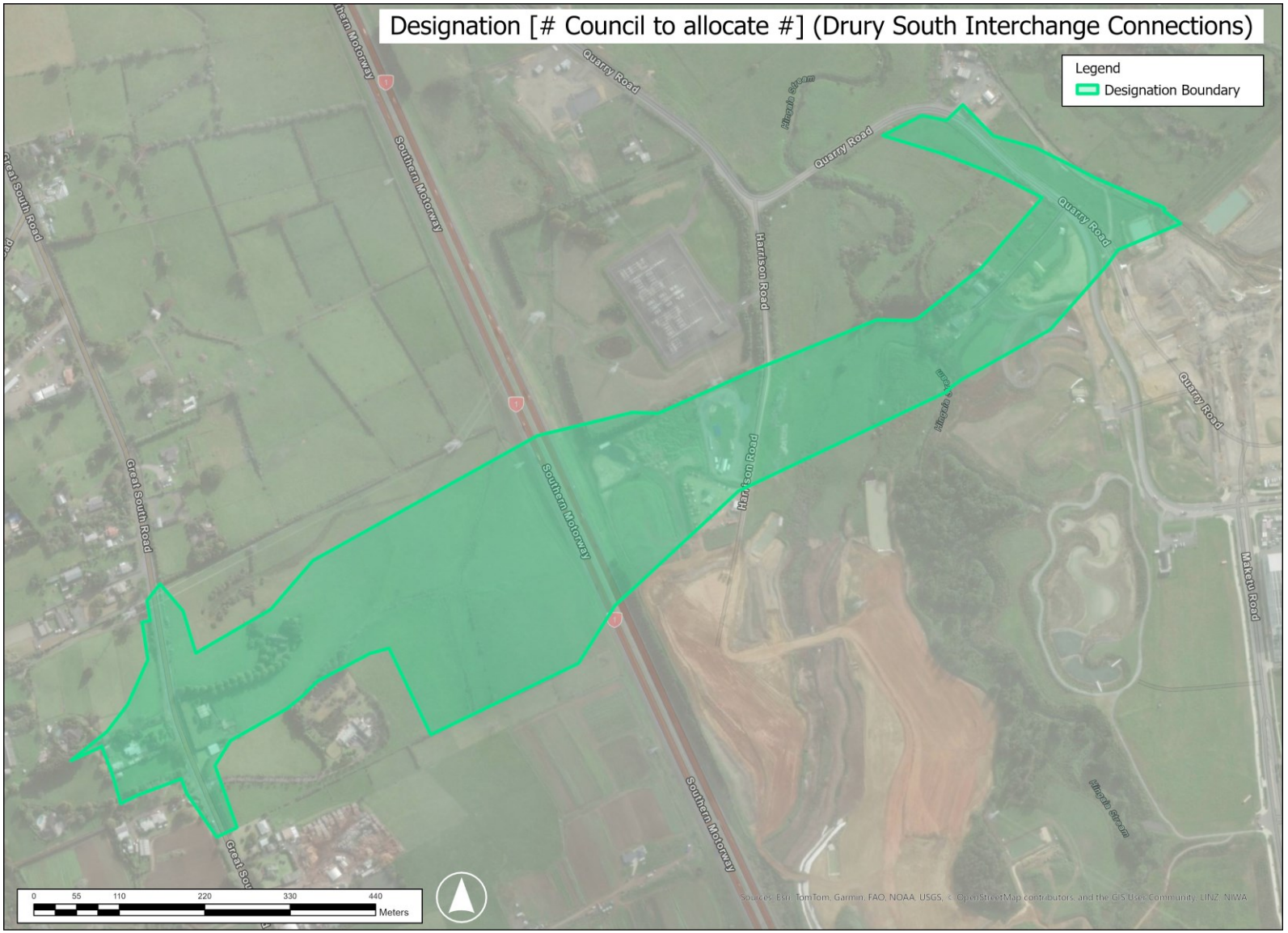
Schedule 1: General Accordance Plans and Information

Project Description:

The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecology

Identified Biodiversity Areas

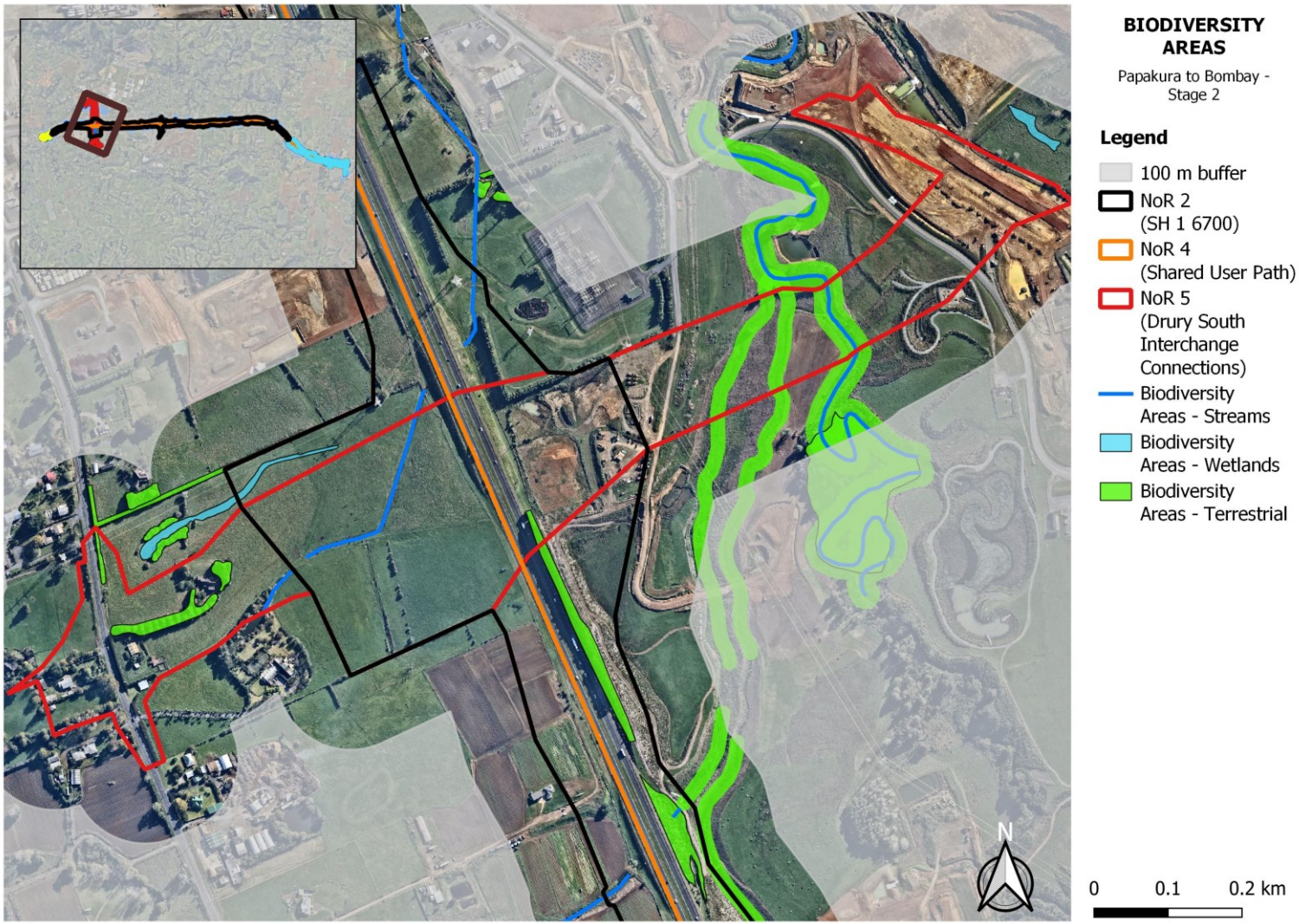


Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

Table 10. **Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ▶ Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain