

**Before the Environment Court  
Auckland Registry**

**I te Kōti Taiao O Aotearoa  
Tāmaki Makaurau Rohe**

ENV-2025-AKL-

Under the Resource Management Act 1991 (RMA)

In the matter of an appeal under section 174 of the RMA

Between

**Z Energy Limited**

**Appellant**

and

**NZ Transport Agency Waka Kotahi**

**Respondent**

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Notice of Appeal on behalf of Z Energy Limited

Dated 5 August 2025

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**MinterEllisonRuddWatts.**

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903902212:2

**TO:** The Registrar  
  
Environment Court  
  
**Auckland**

## **INTRODUCTION**

1. Z Energy Limited (**Z Energy**) appeals part of a decision on a notice of requirement for an alteration of a designation for the Papakura to Bombay (P2B) Project Stage 2, specifically, the notice of requirement to alter State Highway 1 Designation 6701 'Motorway' (**NOR3** or **Project**).
2. Z Energy made a submission in respect of NOR3 on 15 July 2024 (**Submission**).
3. Z Energy received notice of the decision on 15 July 2025.
4. The decision was made by the New Zealand Transport Agency (**NZTA**) on 24 June 2025.
5. Z Energy is not a trade competitor for the purposes of section 308D of the Act.

## **SCOPE OF APPEAL**

6. Z Energy appeals the parts of the decision which are inconsistent with the matters and relief raised in Z Energy's Submission in respect of NOR3.

## **BACKGROUND**

7. Z Energy operates the existing service station and truck stop at 2020 Great South Road and 229 Mill Road (Part Lot 3 DP 47888 and Lot 1 DP 40410 respectively) (**Property**), known as Z Bombay, which is directly affected by NOR3.
8. Z Bombay is located between State Highway 1, Mill Road and Great South Road, in Bombay.

9. Z Energy leases part of the Property (229 Mill Road) and owns part of the Property (2020 Great South Road).
10. Z Energy owns all service station and truck stop assets, including the fuel infrastructure, wastewater and stormwater infrastructure, signage, and shop building and fit-out, for the existing service station and truck stop at 229 Mill Road and 2020 Great South Road, Bombay.
11. Z Bombay is accessed via four vehicle crossings – two primarily for customers of the service station (located on Mill Road and Great South Road), and two primarily for users of the truck stop (both located on Great South Road).
12. Z Energy's Submission and this notice of appeal are made on behalf of Z Energy as:
  - (a) the owner of 2020 Great South Road; and
  - (b) the lessee and occupier of 229 Mill Road.
13. The Property has contained an operational service station since before 1997, and the truck stop was consented in 2003. Z Bombay is one of Z Energy's most strategically located and important service stations in the Auckland region.

## **IMPACTS AND EFFECTS OF THE NOR**

14. NOR3 proposes to enable significant changes to State Highway 1 and Mill Road, including widening State Highway 1 and altering the southbound offramp, and widening Mill Road to include two eastbound lanes, a new berm, and a shared user path. NOR3 encroaches significantly into the Property along its State Highway 1 and Mill Road boundaries to provide for these permanent changes, as well as further temporary encroachment to provide for their construction.
15. NOR3's layout and general arrangement plans show a noticeable setback between the permanent road corridor changes (e.g., edge of carriageway, shared use path and berm on Mill Road) and the designation boundary. While Z Energy understands that NZTA's intention is to 'pull back' the

designation boundary following completion of construction so that it is aligned with the finalised permanent works corridor, permanent road upgrade works could potentially be undertaken by NZTA up to the designation boundary.

16. The boundary of NOR3 pursuant to the decision overlays the following service station features and infrastructure on the Property:
  - (a) Part of the wastewater disposal field;
  - (b) Part of the reserve wastewater discharge area;
  - (c) Parts of all car parks for the service station;
  - (d) All electric vehicle charging bays;
  - (e) The existing Mill Road vehicle access;
  - (f) The price sign;
  - (g) The forecourt canopy;
  - (h) All forecourt refuelling lanes;
  - (i) Parts of the underground fuel pipes supplying the refuelling lanes;
  - (j) Part of the underground fuel tanks; and
  - (k) Parts of the underground stormwater system.
17. The Project is expected to directly impact Z Bombay in the following ways:
  - (a) Temporary encroachment, temporary access, and temporary works within the Property for the purpose of construction of the Project components, including temporary occupation by construction hoardings, materials and equipment.
  - (b) Temporary disruption to and restrictions on use of some vehicle access points to the Property to facilitate Project works adjacent to the Property and tie-in works, including necessary re-grading to integrate the Property with new corridor levels.
  - (c) Loss or disruption to current onsite infrastructure for the Property, including underground fuel storage systems, forecourt canopy, fuel



dispensers and associated underground fuel pipes, underground stormwater infrastructure, car parking and manoeuvring areas, and electric vehicle charging infrastructure, and relocation and reinstatement of this infrastructure (if possible) post-construction.

- (d) Loss or disruption to the convenience store and wastewater plant, as a result of the loss or disruption to the items in (c) above (in particular the fuel forecourt related infrastructure), and likely need to relocate and reinstate this infrastructure post-construction.
  - (e) Loss of part of the onsite wastewater disposal field, which may necessitate a full redesign, relocation, and reconstruction of the disposal system (if possible).
  - (f) Loss of current landscaping and signage along affected boundaries and relocation and reinstatement (if possible) post-construction.
  - (g) Permanent property acquisition adjacent to the Mill Road and State Highway 1 boundaries of the Property to accommodate the permanent footprint of the Project.
  - (h) Potential loss of the main vehicle access to the service station (located on 2020 Great South Road) from Mill Road (if unable to be reinstated within 2020 Great South Road post-construction).
18. The above impacts will have significant transport, safety, social, and economic effects on Z Energy and its ability to operate the service station. As a result of these effects and the impact on the service station, a redevelopment will be required. If a redevelopment / reinstatement of the above infrastructure is unable to be achieved, the service station and/or truck stop will be rendered inoperable.
19. The key adverse effects include:

*Transport effects*

- (a) The following permanent effects are expected:
  - (i) the loss of on-site carparking and most manoeuvring areas servicing the Z Energy service station; and

- (ii) the potential permanent loss of the main vehicle access for the service station from Mill Road onto 2020 Great South Road, necessitating a significant increase in customers required to navigate the roundabout on Mill Road and enter the Property via one of the Great South Road vehicle accesses;

both of which will significantly affect vehicle movements and operations with the site, potentially result in congestion, delays and safety issues, and will require the entire redevelopment of the service station.

- (b) With respect to temporary effects, as a 24/7 vehicle-oriented activity, maintenance of convenient and safe access for passing traffic to the service station is critical for the duration of the construction works. The proposed conditions rely heavily on a range of further assessments and information, including via the submission of management plans, to address effects. The suite of management-plan based conditions does not require or direct meaningful consultation with landowners and occupiers or establish outcomes to be achieved. As such, the extent to which the works will affect and/or compromise the Z Energy's business cannot be ascertained, and the ability of Z Energy to influence the detail of how the works are managed to minimise effects as far as practicable is limited.

#### *Safety and operational effects*

- (c) Loss or disruption to current onsite infrastructure for the Property, including fuel systems, canopy, underground stormwater infrastructure, and onsite wastewater infrastructure is likely to result in adverse safety and operational effects. In particular, in relation to:
  - (i) hazardous substances due to the proximity between the proposed road corridor and the underground fuel tanks and drainage systems;
  - (ii) stormwater management due to the loss of the existing underground stormwater infrastructure; and

- (iii) wastewater treatment and disposal due to loss of part of the onsite wastewater disposal field. This facility may need to be fully redesigned, relocated, and reconstructed to ensure that adverse effects on the environment from the discharge of wastewater are appropriately avoided or mitigated. It is possible that there will not be sufficient land remaining within the Property and outside of the designation to enable this redesign following the redesign and relocation of all other service station infrastructure affected. If this were to occur, inappropriate adverse effects on the environment resulting from wastewater discharge are likely and would require the closure of the service station.
- (d) In relation to (ii) and (iii) above, the on-site infrastructure and discharges are authorised by resource consents. These consents will likely require amendment (if possible) if changes are made to these systems.

*Social and economic effects*

- (e) Constraints on the operation of the site (during and after construction) may result in an adverse customer experience and/or a downturn in patronage, particularly if site access, on-site carparking and manoeuvrability is limited. Visibility and safety may also be compromised.
- (f) Loss or disruption to the service station and convenience store may result in social effects on those customers who rely on it.
- (g) Loss of the necessary infrastructure for the service station is likely to require the service station to be reconfigured and reconstructed which will require significant investment, or alternatively the service station may be rendered inoperable (if for example, the wastewater disposal field is unable to be adequately redesigned/relocated).
- (h) Loss of the main vehicle access to the service station from Mill Road is expected to significantly constrain the number of customers entering the service station, due to the need for them to travel further

and the lack of visibility of the alternative vehicle entrances from the predominant direction of travel.

#### *Compliance effects*

- (i) Consequential effects on the ability of the service station to comply with the wide range of statutory and regulatory requirements, and industry standards, which ensure that the service station operate safely and efficiently. These include:
  - (i) Access and safety: Safe and efficient access for customers and fuel tankers. Service stations and truck stops are 24/7 vehicle-oriented activities which accommodate customers as well as fuel tanker trucks, which frequently deliver fuel to site. The layout of service stations are specially designed to ensure safe and convenient access and manoeuvring for customers and tankers entering, exiting, and moving within the site. This is critical for the successful and safe operation of a service station and will be detrimentally affected by any changes to the Property's accesses and the flow/manoeuvring of vehicles within the site.
  - (ii) Hazardous substances: The design and layout of underground and above ground fuel storage, remote fill points associated underground fuel lines, and above ground fuel pumps must be carefully designed and sited to ensure that potential adverse environmental effects and health and safety risks are appropriately managed, in accordance with the Hazardous Substances and New Organisms Act 1996 and Health and Safety at Work Act 2015. This includes a strict requirement that these areas cannot under any circumstances fall within the road reserve as this is a significant public safety risk.
  - (iii) Stormwater: Stormwater discharges at Z Energy service stations and truck stops are managed in accordance with the "Environmental guidelines for water discharges from petroleum industry sites in New Zealand" issued by the Ministry for the Environment. Changes to the refuelling forecourt and remote fill points are likely to require wider consequential changes to

the stormwater system to ensure ongoing compliance with these guidelines.

- (iv) Road frontages, including signage: The road frontages of service stations and truck stops are critical to their safe and efficient operation. Frontages typically contain landscaping comprising low-level shrubs and grasses, which ensures clear visibility of the forecourt for motorists to safely enter / exit the site whilst also providing an amenity buffer between the site and streetscape. Landscaped frontages also provide a safety buffer, acting as separation between the pedestrian footpaths / road carriageways, and the site's manoeuvring areas. The frontage also contains signage, which provides for early identification of the site to promote safe access, including the prime sign which is required under the Fuel Industry Regulations 2021 to clearly display fuel pricing to road users.
- (v) Location: The relationship between a service station and the road environment is critically important to the operation of a service station. Service stations are heavily reliant on the road network for their customers and are predominantly located on key arterial routes. If access from the arterial route is lost, this will have adverse effects on the operation of the service station. The location of accessways into service stations are also critical for the safe and convenient access and manoeuvring by customers entering, exiting, and moving within the site.

20. Additionally, the lack of clarity around timing of construction works and delivery of the Project, given NOR3 has no lapse date, as well as a lack of clarity of the construction corridor and permanent works corridor, creates significant uncertainty for Z Energy in terms of future planning and decision making for the Property, particularly for future upgrades and development of the Property by Z – for example, to put in place EV charging stations or redevelop the service station to cater to customer demands.

## REASON FOR THE APPEAL

21. The reason for the appeal is that NOR3 in its present form:
- (a) Will not promote the sustainable management of natural and physical resources and is inconsistent with Part 2 of the Act;
  - (b) Does not enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety;
  - (c) Does not promote the efficient use and development of urban land and development infrastructure;
  - (d) Is supported by an inadequate Assessment of Environmental Effects which did not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA;
  - (e) Fails to adequately avoid, remedy or mitigate adverse effects on Z Energy at Z Bombay;
  - (f) Has not demonstrated that the nature and extent of the benefits of the project outweigh the potentially significant adverse effects of the Project;
  - (g) Enables a development which will generate significant adverse traffic, safety, social and economic effects, including on Z Energy's business;
  - (h) Includes conditions which do not adequately address the potential for adverse effects, including significant adverse effects; and
  - (i) Does not warrant being upheld in terms of section 171 of the Act.
22. Without limiting the generality of the above, Z Energy also appeals the decision on the basis that it:
- (a) Fails to effectively avoid, remedy, or mitigate the potential adverse effects on Z Bombay, including traffic, safety, economic and social effects, particularly those effects associated with:
    - (i) Loss or disruption to current onsite infrastructure for the Property, including fuel storage systems, forecourt canopy, fuel dispensers and associated underground fuel pipes,

- underground stormwater infrastructure, and relocation and reinstatement of this infrastructure (if possible) post-construction;
- (ii) Loss or disruption to the convenience store and wastewater plant, as a result of the loss or disruption to the items above (in particular the fuel forecourt related infrastructure), and likely need to relocate and reinstate this infrastructure post-construction;
  - (iii) Loss of part of the wastewater disposal field, which may necessitate a full redesign, relocation, and reconstruction;
  - (iv) Potential loss of adequate access to the Z Bombay service station from Mill Road;
  - (v) Loss of critical carparking and manoeuvring areas needed to support the service station, and relocation and reinstatement of this infrastructure (if possible) post-construction;
  - (vi) Impact to or loss of road-side infrastructure and signage; and
  - (vii) Loss of electric vehicle charging infrastructure.
- (b) Fails to adequately consider alternative sites, routes, or methods of undertaking the proposed works, particularly when considering the effects in paragraph 22(a)(i), (iii) and (vi) above which will have significant impacts on Z Energy;
- (c) Fails to demonstrate that the designation extent is reasonably necessary for achieving the objectives for which the designation is sought, particularly given NZTA proposes to utilise retaining walls along a portion of the boundary of 1998 Great South Road (which neighbours the Property to the north) but batter slopes along the Property's boundary. The same design philosophy (retaining walls) and associated reduced extent of land to be designated was not proposed for the Property, despite the designation boundary cutting through, and therefore compromising, key site infrastructure.

- (d) Fails to provide certainty to Z Energy to inform its future planning for the site given that:
  - (i) detailed design and the works may not be carried out for many years due to the lack of a lapse date; and
  - (ii) the permanent designation boundary will not be confirmed until detailed design stage.
- (e) Fails to include conditions which adequately avoid, remedy and mitigate the potential effects of NOR3 on Z Energy and which will ensure that affected parties, including Z Energy, are adequately consulted with in relation to the management of potential and actual effects of the Project. In particular, Z Energy is required to comply with a complex matrix of statutory and regulatory instruments, as well as industry standards and guidelines (as set out at paragraph 19(i) above), in order to safely, effectively, and efficiently operate Z Bombay. NZTA did not adequately consider these requirements in its Assessment of Environmental Effects, still does not appear to appreciate the complexity of these requirements, and the conditions of NOR3 do not adequately require NZTA to consider those requirements or to consult with Z Energy during the detailed design process to better understand and manage those requirements.

## RELIEF SOUGHT

- 23. Z Energy seeks the following relief:
  - (a) That NOR3 is amended so that the boundary of the designation does not overlie the Property.
- 24. In the event that NOR3 is not amended as set out above, Z Energy seeks the following relief:
  - (a) Insertion of new condition: Access from Mill Road to 2020 Great South Road (Part Lot 3 DP 47888) shall be provided and, if altered, it shall be reconfigured or redeveloped to a safe and efficient standard in consultation with Z Energy Limited.



- (b) Amendment to Condition GC.3 (Designation Review): The Requiring Authority shall within six (6) months of ~~As soon as practicable following Completion of Construction the Requiring Authority shall:~~

...

- (c) Amendment to Condition PC.3 (Outline Plan(s) of Works (designation)):

...

- (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 and other stakeholders:

...

- (d) Amendment to Condition PC.4 (Management Plans):

- (a) Any management plan shall:

...

- (iv) *The management plans shall summarise comments received from the NZTA Southern IIG and other stakeholders as required by the relevant management plan condition along with a summary that demonstrates how, as far as practicable, the feedback from NZTA Southern IIG and other stakeholders has been incorporated; ~~of where comments have been incorporated~~, and where not incorporated the reasons why.*

...

- (b) Any management plan developed in accordance with Condition PC.3 may:

...

- (ii) *Except for material changes, or changes affecting or proximate to Lot 1 DP 40410 and Part Lot 3 DP 47888, be amended to reflect any changes in design, construction methods or management of effects without further process.*

...

- (e) Amendment to Condition CC.4 (CEMP):

...

*(f) Z Energy Limited shall be invited to participate in the development of the CEMP(s) to provide input into relevant construction management procedures and methods which affect or are proximate to Part Lot 3 DP 47888 and Lot 1 DP 40410.*

- (f) Amendment to Condition CC.4(c)(vii) to clarify that the “health and safety of the general public” will include the health and safety of Z Energy, its staff, customers and delivery drivers.

- (g) Amendment to Condition CC.4(c)(xi) to clarify what “address the storage” means.

- (h) Amendment to Condition CC.22 (CTMP):

...

*(d) Z Energy Limited shall be invited to participate in the development of the CTMP(s) to provide input into relevant construction traffic management procedures and methods which affect or are proximate to Part Lot 3 DP 47888 and Lot 1 DP 40410.*

- (i) Such further, alternative or consequential relief as may be necessary to address the issues raised in this appeal; and

- (j) Costs.

**DOCUMENTS ATTACHED TO THIS NOTICE**

25. Attached to this notice of appeal is:

- (a) **Attachment 1:** A copy of Z Energy's Submission on NOR3.
- (b) **Attachment 2:** A copy of NZTA's decision.
- (c) **Attachment 3:** A list of the names and addresses of persons to be served with a copy of this notice of appeal.

**DATED** at Auckland this 5<sup>th</sup> day of August 2025



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**Stephanie de Groot / Alyssa Cane**  
Counsel for the Appellant

**ADDRESS FOR SERVICE OF Z ENERGY LIMITED**

c/- MinterEllisonRuddWatts  
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## **ADVICE TO RECIPIENTS OF COPY OF NOTICE**

### **How to become party to proceedings**

You may be a party to the appeal if—

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

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing requirements (see form 38).

### **Advice**

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

**Attachment 1:** A copy of Z Energy's Submission on NOR3.

15 July 2024

SLR Ref No.: Papakura to Bombay NoR 3\_Z Energy Submission\_Final

Attn: Planning Technician  
Auckland Council  
Level 16,  
135 Albert Street  
Private Bag 92300  
Auckland 1142

By email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**RE: Submission on Notice of Requirement lodged by New Zealand Transport  
Agency: Papakura to Bombay (P2B) Project Stage 2: Alteration to  
Designation 6701 State Highway 1 – Bombay (NoR 3)**

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**Submitter:**

Z Energy Limited  
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Wellington 6140

**Address for Service**

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Attention: Shravan Miryala

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## Introduction

1. This submission is on behalf of Z Energy Ltd. (**Z Energy** or **Z**) regarding the Notices of Requirement (**NoR**) submitted by the New Zealand Transport Agency (**NZTA**) for the Papakura to Bombay (**P2B**) Project Stage 2. The P2B Project Stage 2 comprises five NoR's. Its objective is to enhance State Highway 1 (**SH 1**) between Drury South and Bombay by upgrading infrastructure to enhance accessibility for all road users, including active transportation modes. The project aims to support regional growth by improving safety, functionality, and resilience along the existing transport corridor.
2. NoR 3 is one of the five NoR's. NZTA has sought to alter an existing designation relating to SH 1 (6701 - State Highway 1 – Bombay) through NoR 3 under section 181 of the RMA. The highway is currently designated for 'Motorway' purposes in the Auckland Unitary Plan (**AUP**). The proposed amendments include modifying the boundary of the existing designation and introducing new conditions related to the construction, operation, and maintenance of the motorway designation.
3. Z Energy has an interest in the following site which is affected by NoR 3:
  - The Z Bombay service station, located at 229 Mill Road (Lot 1 DP 40410) and 2020 Great South Road (Part Lot 3 DP 47888) (**Site**).

## Trade competition

4. Z Energy could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

## Summary of submission

5. Z Energy opposes NoR 3.
6. In particular, Z Energy's opposition is on the basis that the NoR 3:
  - will result in the significant loss of Site features and facilities;
  - will require changes to the layout of the Site, including a Site-wide redevelopment, which, if not able to be achieved, renders the Site inoperable; and
  - the extent of the designation and the works proposed for the upgrade of SH 1, as they affect the Site, are not reasonably necessary to achieve the objectives for the project for which NoR 3 is sought.
7. NoR 3's layout and general arrangement plans show a noticeable setback between the permanent road corridor changes (e.g. edge of carriageway; shared use path and berm on Mill Road) and the designation boundary. While Z understands that NZTA's intention is to 'pull back' the designation boundary following completion of construction so that it is aligned with the finalised permanent works corridor, this submission focuses on all potential effects, understanding that permanent road upgrade works could potentially be undertaken by NZTA up to the designation boundary, if it is confirmed at its current location.
8. Z Energy's opposition is also on the basis that:
  - The project does not promote the sustainable management of natural and physical resources as required by Part 2 of the RMA;
  - The project does not enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety;

- The project does not promote the efficient use and development of urban land and development infrastructure;
- The Assessment of Environmental Effects is inadequate and does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA;
- The potential adverse effects on Z Energy at Z Bombay have been inadequately identified, considered, or avoided, remedied, or mitigated;
- The nature and extent of the benefits of the project have not been demonstrated to outweigh the potentially significant adverse effects of the project;
- The adverse effects of the project are not sufficiently mitigated, including managing the effects of the NoR 3 on adjacent activities;
- The project will generate significant adverse social and economic impacts, including on Z Energy's business;
- The proposed conditions do not adequately address the potential for adverse effects, including significant adverse effects; and

## Characteristics of service stations and truck stops

9. In order to understand how the NoR 3 could impact the Site, it is important to understand the key characteristics of service stations and truck stops. They are complex land use activities. Their design and layout require careful consideration of a wide range of matters and adherence to industry standards to ensure that they can operate safely and efficiently. This includes in relation to:
  - The transfer, storage and handling of hazardous substances. Key hazardous substances components of service stations and truck stops, including underground and aboveground fuel storage, remote fill points, associated underground fuel lines, and above ground fuel pumps, must be carefully designed and sited in accordance with relevant legislation, to ensure that potential adverse environmental effects and health and safety risks are appropriately managed. Relevant legislation includes the Hazardous Substances and New Organisms Act 1996 (**HSNO**) and Health and Safety at Work Act 2015 (**HSWA**).
  - Stormwater. Stormwater discharges at Z Energy service stations and truck stops are managed in accordance with the 'Environmental guidelines for water discharges from petroleum industry sites in New Zealand', Ministry for the Environment, 1998 (**The MfE Guidelines**). To be compliant with the MfE Guidelines, 'at risk' areas (i.e. locations where fuel products are being transferred, such as the refuelling forecourt and remote fill points) must be graded and directed to treatment devices such as an oil-water separator and treated separately (usually) than the 'balance' stormwater.
  - Road frontages, including signage. The road frontages of service stations and truck stops are critical to their safe and efficient operation. Frontages typically contain landscaping comprising low-level shrubs and grasses, which ensures clear visibility of the forecourt for motorists to safely enter / exit the site whilst also providing an amenity buffer between the site and streetscape. Landscaped frontages also provide a safety buffer, acting as separation between the pedestrian footpaths / road carriageways, and the site's manoeuvring areas. The frontage also contains signage, which provides for early identification of the site to promote safe access, including the prime sign which is required under the Fuel Industry Regulations 2021 to clearly display fuel pricing to road users.



- Location. As service stations are heavily reliant on the road network for their customers and the agglomeration of business in the surrounds, they are predominantly located on key arterial routes. Accordingly, the relationship between a site and the road environment is critically important to the location and operation of a service station.
- Traffic access and safety. Service stations and truck stops are 24/7 vehicle orientated activities which accommodate customers as well as fuel tanker trucks (**tankers**) which frequently deliver fuel to their sites. Having a layout that ensures safe and convenient access and manoeuvring for tankers and customers entering, exiting and moving within the site is a critical component of service stations.

## The submission

### The Site - Z Bombay

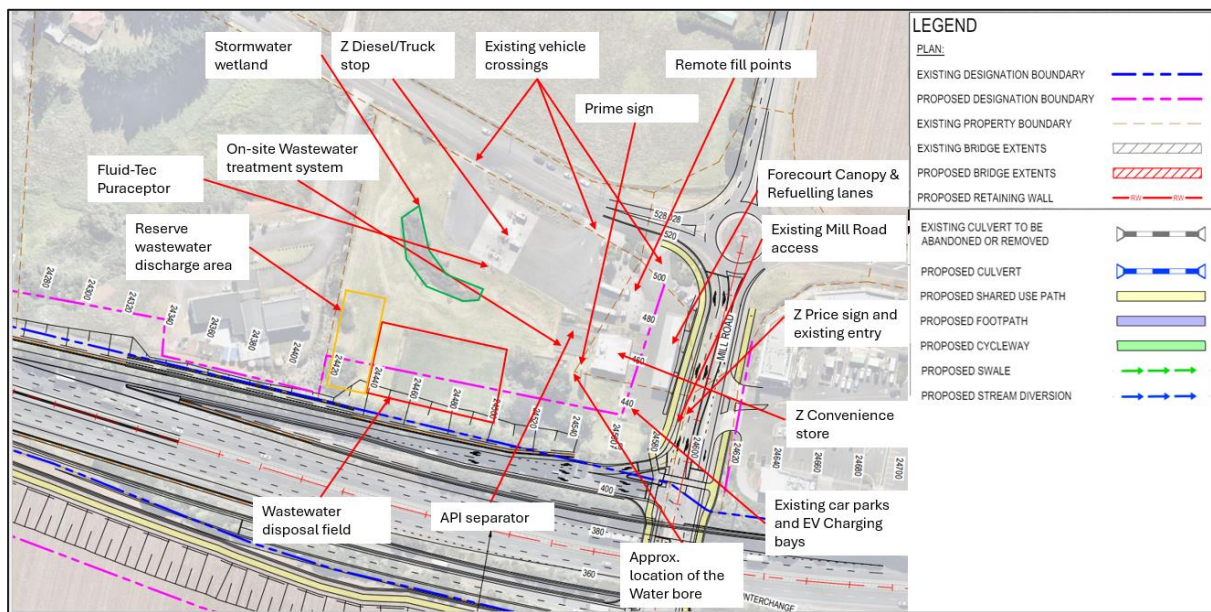
10. The current Z Bombay service station (located at Lot 1 DP 40410 and Part Lot 3 DP 47888) sits at the intersection of Mill Road and Great South Road. Figure 1 below outlines notable site features: a convenience store; an eight-lane refuelling forecourt with canopy; landscaped areas at the front; front boundary signage including the price sign and directional signage at the road frontage and prime sign with Z branding, parking for cars and trailers; an underground oil-water separator; remote fill points; underground fuel tanks; LPG gas bottles; a six-lane diesel/truck stop; a water bore; a stormwater disposal pond to the north; and on-site wastewater management with disposal fields to the west.
11. Recently, Electric Vehicle Charging Infrastructure (**EVCI**) with ancillary equipment was installed to the southwest of the convenience store as part of Z Energy's EV charging network rollout across New Zealand.
12. Vehicle access includes four vehicle crossings: one entry-only from Mill Road, one exit-only for the main service station, and two crossings for the truck stop on Great South Road.
13. Notably, the site (and immediate area) is not reticulated by any public wastewater; water or stormwater networks.
14. Z Energy 2015 Limited owns 2020 Great South Road (Part Lot 3 DP 47888) where the wastewater, stormwater infrastructure, balance landscaping, and truck stop are located. Z Energy leases the land at 229 Mill Road (Lot 1 DP 40410) where the convenience store, forecourt canopy, refuelling pumps and lanes, and underground tanks are located. Z Energy owns the building and infrastructure within this land. Necessary easements are in place on each Record of Title.
15. The site and surrounding land to the north, east and south-east are zoned Rural Production under the AUP. The immediate locality is predominantly rural, with a temple directly adjoining to the north of the Site. A commercial hub known as The Junction to the south of Mill Road has a number of commercial activities including restaurants, cafes and the Waitomo service station and truck stop. There is a rest stop/motorway service area, food and service facilities including a McDonalds and a BP service station to the west of the northbound off-ramp zoned Business – Neighbourhood Centre Zone.

### The NoR as it affects the Site

16. NoR 3 proposes the following within and adjacent to Z Bombay:
  - a) The existing designation boundary on SH 1, along the western Site boundary, will be extended eastward along the Site's entire length. This extension will include slopes (batters) associated with SH1's proposed southbound off-ramp layout.

- b) The revised Mill Road corridor layout to the south of the Site will feature two eastbound lanes, a new berm, a shared user path and associated slopes (batters) encroaching into the southern portion of the Site.
- c) To facilitate the works outlined in NoR 3, NZTA proposes to designate approximately 5,215m<sup>2</sup> of the Z Bombay Site. This includes 920m<sup>2</sup> from 229 Mill Road and 4,295m<sup>2</sup> from 2020 Great South Road.
- d) The proposed permanent road corridor upgrades and designation boundary encroach beyond and will affect several critical features along the Mill Road frontage. This includes:
  - the forecourt canopy, including all refuelling lanes and pumps. Notwithstanding the designation encompassing the entire forecourt, it is extremely likely that it will need to be removed or relocated as a result of the proposed slope batters straddling the southern extent of the refueling forecourt, which will impact various components described in paragraph 9 above including stormwater drainage, HSNO setbacks at the fuel pumps, vehicle access / manoeuvring, and other underground infrastructure.
  - the Mill Road entrance-only access point. The proposed shared path replaces this existing access point, with no provision made for alternative access, and the NoR 3 designation boundary extends well beyond this.
  - vehicle parking and manoeuvring areas at the Mill Road Site frontage.
  - a portion of the underground fuel tanks located to the south-east of the convenience store within the designation extents.
  - underground infrastructure including fuel delivery lines, stormwater cess pits, and drainage. These will be affected by the road batters and designation extents.
  - the Site's landscaped frontage berm. This will be affected by the road corridor and require removal,
  - signage, such as the price display. These will be affected by the new road corridor, and
  - recently installed EVCI, some of which are wholly or partially within the designation.
- e) Additionally, the NoR 3 boundary extends along the western edge of the Site adjacent to SH 1, encroaching over approximately half of the Site's wastewater discharge fields and vegetation.

17. **Figure 1** below provides a visual representation of where each of these site features sit in relation to NoR 3.



**Figure 1: Z Bombay Site Features in Relation to Proposed NZTA NoR 3 General Arrangement Plan - Sheet 14.**

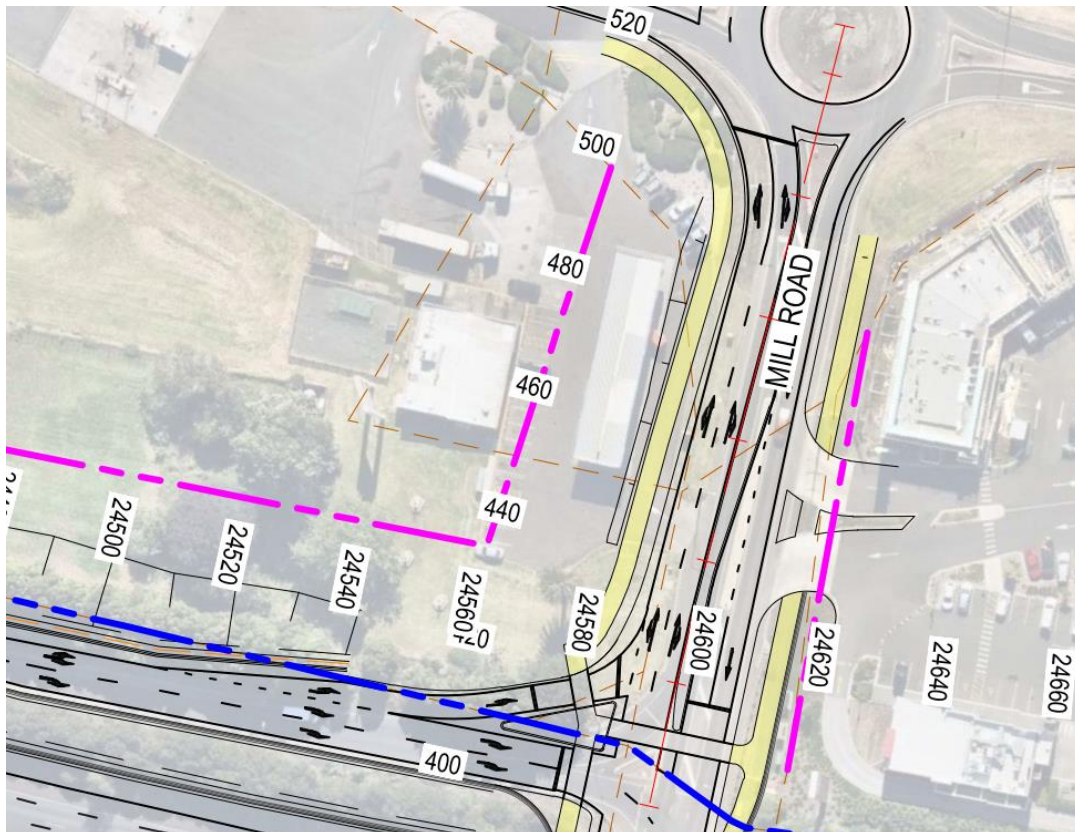
## Assessment of Effects

### Overview of submission and effects

18. Z Energy strongly opposes the proposal to establish a widened road / SH 1 corridor through its Site as part of NoR 3.
19. Z Energy submits that the NoR 3 will result in significant adverse effects on Z Bombay.
20. Permanent adverse effects will be generated in terms of hazardous substances (proximity of the proposed road corridor to underground fuel tanks and at-risk drainage); traffic; stormwater management, treatment and disposal; wastewater treatment and disposal; landscaping; signage; construction; social and economic effects. These will almost certainly require a complete redesign and redevelopment of the Site. The combination of the loss of some or all of these key features results in consequential adverse effects.
21. With respect to temporary effects, as a 24/7 vehicle-oriented activity, maintenance of convenient and safe access for passing traffic to the service station is critical for the duration of the construction works. The proposed conditions rely heavily on a range of further assessments and information, including via the submission of management plans, to address effects. The suite of management-plan based conditions does not require or direct meaningful consultation with landowners and occupiers or establish outcomes to be achieved. As such, the extent to which the works will affect and/or compromise the Z's business cannot be ascertained, and the ability of Z to influence the detail of how the works are managed to minimise effects as far as practicable are extremely limited.
22. Due to the critical nature of the key Site features affected, such as the refuelling forecourt and canopy and its corresponding underground stormwater treatment system, along with the wastewater disposal field, these features cannot be simply relocated elsewhere within the Site around existing facilities or buildings. The entire Site will need to be reconsidered and redesigned. At this stage it is unclear whether this would be possible given the extent of the designation.

## Property access and traffic effects

23. Having a layout that ensures safe and convenient access and manoeuvring for tankers and customers entering, exiting and moving within the Site is a critical component of service stations. At Z Bombay, the Mill Road access point is critical for the Site to operate safely and effectively. It is crucial that this entrance way ties in safely and conveniently with Mill Road.
24. It is unclear if access off Mill Road will be retained or abandoned as per Figure 2 below. If the Mill Road vehicle access is removed, the customers will have to drive to the roundabout and take the first exit on to Great South Road and turn left to enter the site. This will significantly affect vehicle movements and operations within the Site requiring the entire redevelopment of the Site.



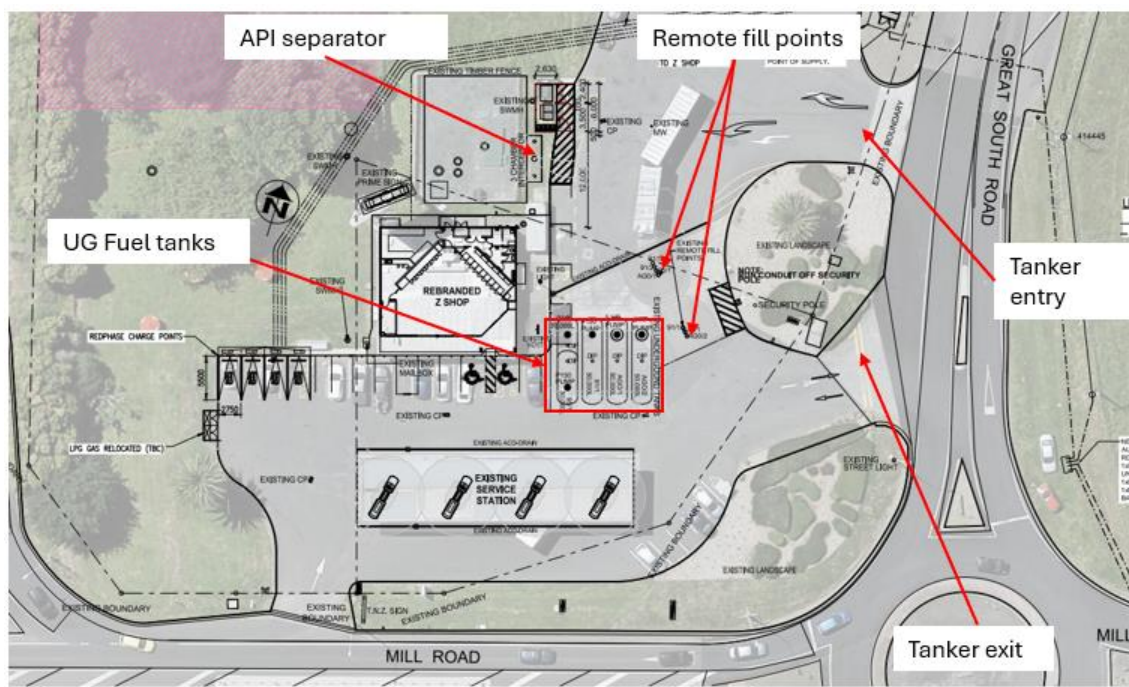
**Figure 2: Proposed General Arrangement Plan (Source: NZTA) showing no vehicle access off Mill Road to the Site (compared with, for example, The Junction site at 2038 Great South Road immediately opposite and to the south).**

## Hazardous Substances

25. Z also has concerns regarding the proximity of the proposed road corridor to areas within the Site where the handling, storage and transfer of hazardous substances occurs, including the underground fuel storage tanks and remote fill points. HSNO and HSWA legislation dictates that the required hazardous area setbacks cannot under any circumstances fall within the road reserve as this is a significant public safety risk. The designation boundary encompasses a number of these features, and as noted above, Z is concerned that the permanent works corridor could be altered to the extent of the designation boundary, notwithstanding NZTA's present intent to roll back this boundary.



26. The proximity of the proposed designation boundary to the tanker delivery route is also a significant concern to Z. Refer to the location of the underground tanks shown in **Figure 3** below. When fuel tankers enter the site to deliver fuel, they park to the right of the remote fill points (as they must fill from the left-hand side of the tanker). Tankers deliver up to 30,000 litres of petroleum product to the Site on a regular basis. As such, the Site layout has been carefully designed to accommodate fuel tanker deliveries, including the location of remote fill points to accommodate their tracking curves within the Site. Tankers cannot be impeded by any vehicles and must be protected from any unnecessary movements / manoeuvres of other vehicles. Tankers cannot, under any circumstances, reverse manoeuvre. The proposed NoR 3 layout does not appear to have factored in these safety issues, noting its proximity to the underground tanks and the southern tanker exit off Great South Road.

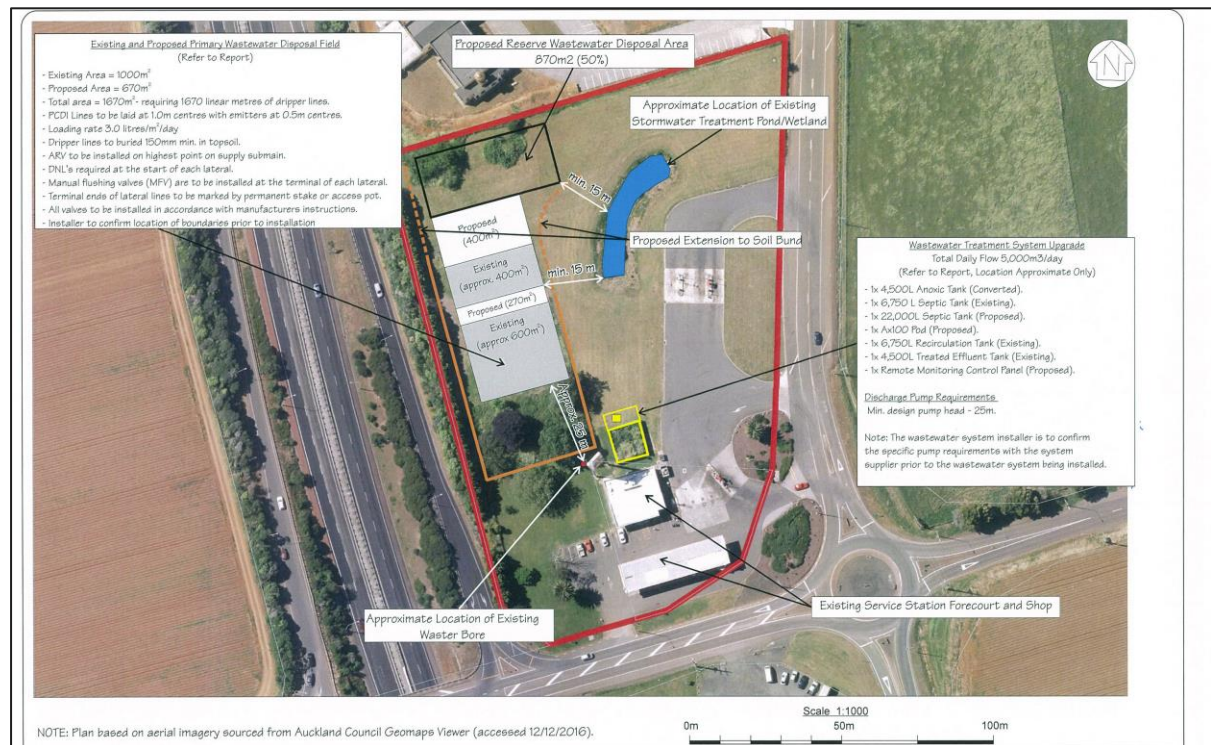


**Figure 3: Z Bombay location of underground (UG) fuel tanks and remote fill points**  
(Source: Z Energy)

### Effects on Critical Infrastructure

27. There is no reticulated wastewater and stormwater network available. Consequently, wastewater and stormwater from the Site must be treated and discharged on-site, occupying significant portions of the land available. Specifically, the wastewater treatment facility is located north of the convenience store, while disposal fields are positioned along the western boundary adjacent to SH 1, as depicted in **Figure 4** below. The proposed extension of NoR 3 along the western boundary of the Site will affect approximately half of the current wastewater disposal field. If this critical facility is unable to be relocated on the Site, this will mean the facility is inoperable.
28. In addition to the above wastewater disposal effects, the NoR 3 may result in the loss of other underground stormwater infrastructure located under and in the vicinity of the remote fill points and forecourt refuelling area under the canopy. These impervious areas are referred to as “at risk” areas, which are drained/diverted separately from the balance impervious areas at the Site. Stormwater from the at risk areas discharges to an

underground oil-water separator which is located to the north-east of the convenience store. Noting where the NoR boundary is positioned, a full redesign of the stormwater facilities will be required, if possible.



**Figure 4: Wastewater disposal fields and wastewater treatment system from 2017.**  
**Source: Ormiston Associated Ltd.**

## Boundary effects, including landscaping and signage

29. The permanent works encompass most of the Site's landscaped frontage, although it is acknowledged that much of this landscaping is located in the legal road reserve. Low lying landscaped frontages are an important component at service stations as they provide an amenity buffer, separate public areas from hazardous substances, facilitate signage, and ensure clear visibility of the service station for vehicles passing. The price sign is a legislative requirement and must be located at a visible location at the Site's main frontage. The landscaped frontage and price sign will need to be relocated within the Site as a result of the NOR and it is not clear how this will be accommodated noting the extent to which the NOR boundary encroaches into the Site.

## Consequential effects on the Site's layout and operation

30. The design of service stations and truck stops require careful consideration of a wide range of matters. Any alteration to components within a service station site have the potential to generate consequential effects on site layout, and in turn, adversely affect the site's ability to operate safely and efficiently. This includes changes that might appear 'discrete' (for example removing front yard landscaping or alterations to accesses).

31. The proposed designation boundary encroaches into a number of features at Z Bombay, such that the following changes and design considerations may need to be carried out for the Site to remain in operation:

- Demolition or removal or relocation of all site facilities.
- Redesign and relocate the Z store and canopy over the refuelling forecourt.

- Redesign and relocate the wastewater disposal field. Note that with the significant encroachment into the Site from the SH 1 widening NoR, Z is not clear if this is possible given the limited land remaining that site outside of the NoR.
- Redesign and relocate the underground fuel tanks.
- Redesign vehicle access and manoeuvring.
- Redesign the stormwater treatment and drainage.
- Likely redesign of the diesel/truck stop facility if all retail related infrastructure is required to be moved north into the site to accommodate the designation area along Mill Road.

## **Construction Effects**

32. Z also has concerns regarding significant adverse construction effects. As a 24/7 vehicle-oriented activity, maintenance of convenient and safe access for passing traffic to the service station is critical for the duration of the construction works. The proposed conditions rely heavily on a range of further information being sought, including via the submission of management plans, to address effects.
33. While some management plan conditions appear effective, not all appear to clearly require meaningful consultation with affected parties (e.g. landowners and occupiers) or establish outcomes to be achieved. As such, the extent to which the construction works will affect and/or compromise Z Energy's business cannot be ascertained and the ability of Z Energy to influence the detail of how the construction works are managed to minimise effects as far as practicable are extremely limited.

## **Effect on the Submitter's ability to lawfully operate its site**

34. The existing service station was established through the grant of resource consents. Any change to the layout of the Z Site arising from the designation will make it difficult for Z Energy to comply with the conditions of those resource consents. Similar issues apply in relation to compliance with other legislation and regulations such as HSNO & HSWA and the necessary design response for maintaining and operating, on an ongoing basis, a service station under these regulations. These impacts need to be considered in some detail and may necessitate obtaining variations or new resource consents. In the absence of further information, including detailed design, the nature of any such changes and likelihood of obtaining the required approvals is unknown.

## **Summary of Effects**

35. NoR 3 will result in significant adverse effects on the Z Site. The permanent works corridor as presently shown will necessitate relocating critical features essential for the Site's operation including the refueling forecourt and canopy, the Mill Road vehicle access, parking / manoeuvring areas, servicing infrastructure including the wastewater disposal field; stormwater, and the landscaping frontage including the price sign. The designation boundary encompasses a number of these features, and Z is concerned that the permanent works corridor could be altered to the extent of the designation boundary, notwithstanding NZTA's present intent to roll back this boundary.
36. As such, a complete redesign of the Site is likely to be required. However, a redesign of the Site will not be a straightforward exercise (if it is possible at all) with the reduced operating footprint, when factoring in industry legislation, accommodating self-servicing infrastructure, and the need to ensure a safe and efficient layout. As such, there is a risk of permanent Site closure.



## Timing of Project

37. Due to the absence of allocated or available funding for this project, construction is not expected to commence for the next 15-20 years. Having no lapse date and uncertainty around project completion, compounded by the 'indicative design' approach of NoR 3 for the permanent works corridor, there remains substantial uncertainties for Z Energy. These uncertainties severely hinder Z Energy's ability to effectively plan for the Site including further expansion of the EVCI, including its necessary redesign following the NoR, leading to significant potential adverse social and economic effects. In Particular, given that Z Energy leases 229 Mill Road (Lot 1 DP 40410) the lapse period creates significant complications and uncertainty for future decisions in relation to lease renewal between now and the unclear and uncertain date for the project to be implemented.

## Assessment of alternatives and reasonably necessary

38. There is little to no evidence of the complexity and range of potentially significant adverse effects on the Z Site being assessed in the notified documents.
39. Z considers the information provided by NZTA is inadequate and does not satisfy section 171 of the RMA. This is because:
- NZTA does not have an interest in the Site;
  - The NOR creates significant adverse effects on the Site and on Z Energy, and
  - Inadequate consideration has been given to an alternative site, route or method of undertaking the work.
40. Z Energy does not consider that NoR 3 as notified, and as it specifically relates to the Site, is reasonably necessary to achieve the objectives of the designation under Section 171(1)(c) of the RMA. This is because:
41. The noticeable discrepancy between the intended permanent works corridor and the NoR boundary has not been justified at all by NZTA in notified documents. In particular, there has been no evidence or justification for the necessity of the approximately between 15m-18m discrepancy between the Mill Road corridor and the NoR boundary at this location. As such, it cannot be concluded that it is reasonably necessary.
42. NZTA has demonstrated that it is willing and able to consider alternatives to avoid, remedy or mitigate potential effects.
43. NZTA appears to have proposed retaining walls along a portion of the western boundary along SH 1 at 1998 Great South Road (site to the north) where the existing building and tanks are. It is unclear in the notified documents why retaining walls have been proposed outside of 1998 Great South Road, and batter is proposed at the Z Energy Site. The boundary treatment at 1998 Great South Road suggests that the extent of encroachment into the Site may not be reasonably necessary because a different design approach could be implemented similar to the 1998 Great South Road which would reduce the consequential effects on Z operations.

## Conditions

44. Z Energy has reviewed the proposed conditions contained in Attachment C of Form 18 – NoR 3. Failure to factor in the site-specific issues identified in this submission early on at the detailed design stage has potentially significant adverse effects and may render the Site inoperable. Z Energy is therefore of the opinion that the conditions should provide more specific recognition of matters that need to be addressed at detailed design stage, rather than leaving this ambiguous and open-ended. To address this outcome, and broadly comment on the suite of conditions, Z Energy submits that:



- a) Development of all management plan conditions should require consultation with affected landowners and occupiers.
- b) Management of effects under all management plans should require consultation with affected landowners and occupiers.
- c) The extent to which feedback from consultation with affected landowners or occupiers is to be taken into account is unclear and should be acknowledged as a priority through conditions: i.e. by including a clear requirement that feedback be considered and implemented to the extent practicable by the requiring authority.
- d) The conditions do not go far enough, and should be amended, to demonstrate that effects on the Z Energy Site will be appropriately avoided, remedied or mitigated.

## Relief Sought

45. The following relief is sought by Z Energy:

- a) That a recommendation is made to modify the boundaries of the NoR 3 to avoid encroaching on the Site. This is the primarily relief sought by Z Energy and currently the only relief that Z Energy considers will meet the requirements of the RMA.
- b) Alternatively, if NoR 3 is confirmed (and continues to encroach into any part of the Site), Z Energy seeks that the following condition changes are recommended (at a minimum):
  - **Proposed Condition GC.3 (Designation Review)** – The use of the phrase “as soon as practicable” is unclear in the context of this condition and leaves the requirement to roll back too open and unrestricted in terms of timeframe for implementation. Amend the condition so that it states: *As soon as reasonably practicable following completion of Construction, and otherwise within 12 months of Completion of Construction for each Stage of the Project the Requiring Authority shall...*
  - **Proposed Conditions PC.3 (Outline Plan(s) of Works (designation)) and PC.4 (Management Plans)** – As drafted, the conditions only require the requiring authority to incorporate feedback from NZTA Southern Iwi Initiative Group (NZTA Southern IIG). No other stakeholders are required to be consulted with. In addition, the condition simply directs the requiring authority to summarise feedback and state whether the feedback has been incorporated or not. The conditions should be amended to require that other stakeholders are included in clause (c) of PC.3 and clause (a)(iv) of PC.4, and that the summary of comments received required by PC.4(a)(iv) demonstrates how, as far as practicable, the feedback from stakeholders has been incorporated.
  - **Proposed Condition PC.6 (SCMP)** – Z Energy supports this condition insofar as it clearly states that stakeholders are to be communicated with as part of a Construction Stage of Work. Z Energy must be included and identified as a stakeholder under PC.6(c)(iv).
  - **Proposed Condition PC.7 (ULDMP)** – Z Energy supports the objective of the condition, which is to enable integration of the Project’s permanent works into the surrounding landscape. Clause PC.7(d) of this condition requires key stakeholders identified through Condition PC.6 to be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work. Z Energy seeks that “key” is deleted so that all stakeholders are invited to participate. Alternatively, that Z Energy is identified as a “key stakeholder: Further, the SCMP condition (PC.6) relates to Construction Stages of Work, It requires, at PC.6(a), the SCMP to be submitted to Council at least 10 working days prior to the Start of Construction. Z assumes

that the SCMP will be prepared and implemented by the requiring authority prior to submitting it to council, however it would be helpful if the conditions clarified how these two conditions' relative timings will work in practise.

- **Proposed condition OPW.2 (Existing Property Access)** – Z Energy supports the reference to both landowners and occupiers in the first sentence of this condition. This makes it clear that occupiers and landowners whose accesses are altered by the Project will be consulted with before the Outline Plan is lodged, presumably to feedback on detailed design. Z Energy seeks that this condition is amended so that it is clear that all existing vehicle crossings are retained or replaced to the satisfaction of Z Energy. Z Energy also seeks that this condition is amended so that not just *safe* access is provided, but access that is efficient and effective. The condition is unclear if any action or implementation is required by the requiring authority following consultation. It is recommended that the condition should require the requiring authority to summarise comments received from all affected landowners, occupiers or leaseholders demonstrating how, as far as practicable, the feedback has been incorporated, along with a summary of where comments have been incorporated and where not incorporated, the reasons why.
- **Conditions CC.4 and CC.22 (CEMP and CTMP)** – These two conditions do not require consultation or engagement with any party in their preparation besides Auckland Transport. It is unclear from the SCMP condition if these Management Plans, which relate to construction Stages of Work, are to be prepared in consultation with stakeholders (per PC.6(b)). Z Energy seeks that NZTA either amends these conditions to require affected parties to be engaged with to participate in the drafting of these management plan OR amends the SCMP condition so that this requirement is clear. And more specifically, in relation to the CEMP condition CC.4(c)(vi) which requires methods for providing for the health and safety of the general public, it is unclear who the “general public” is considered to be in this case, and whether the health and safety of Z Energy, its staff, customers and delivery drivers is accounted for. Regarding CC.4(c)(x) it is unclear what the condition clause is referring to. For instance, what entails a measure to “address the storage” of fuels and other matters?. Is the condition limited to the storage of hazardous substances within the designated area, or does it extend to other hazardous substances in the vicinity of the site, including HSNO separations?. I note that the interface between Z’s site and temporary construction uses in proximity – in particular if there is any storage or use of hazardous substances, or sensitive activities including people nearby – is important and should be considered in drafting the CEMP.

- c) Z Energy also seeks any additional or consequential relief to give effect to the matters raised in this submission.

46. Z Energy wishes to be heard in support of its submission.

47. If others make a similar submission, Z Energy will consider presenting a joint case with them at a hearing.

48. Z Energy would be pleased to meet with NZTA to discuss this submission.

Signed on behalf of Z Energy Limited

Regards,  
**SLR Consulting**



**Shravan Miryala**  
Principal Planning & Policy Consultant  
[shravan.miryala@slrconsulting.com](mailto:shravan.miryala@slrconsulting.com)

**Attachment 2:** A copy of NZTA's decision on NOR3.

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 ~~striketrough~~ 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;~~

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

~~(iv)~~ 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, ~~regard to the most appropriate edge treatment;~~ **having particular**

(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	[# <u>Council to allocate</u> #]
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from approximately 200 metres north of Quarry Road, Drury to Bombay Interchange/Mill Road.
<del>Rollover Designation</del>	<del>No</del>
<del>Legal Reference</del>	-
Lapse Date	<b><u>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.</u></b>

*NoR 5 (Drury South Interchange Connections):*

#### **[# Council to allocate #] Drury South Interchange Connections**

Designation Number	[# <u>Council to allocate</u> #]
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.
<del>Rollover Designation</del>	<del>No</del>
<del>Legal Reference</del>	-
Lapse Date	<b><u>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.</u></b>

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

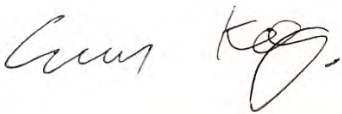
The condition relating to the Protected Heritage Site (Bishop Selwyn Cairn) for NoR 3 has been updated to be Schedule 4 (previously Schedule 5). This change account for the removal of the St Stephens School Planting Plan.

#### **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](mailto:evan.keating@nzta.govt.nz) or 021 343172.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Evan Keating', with a stylized flourish at the end.

**Evan Keating**  
**Principal Planner – Environmental Planning**

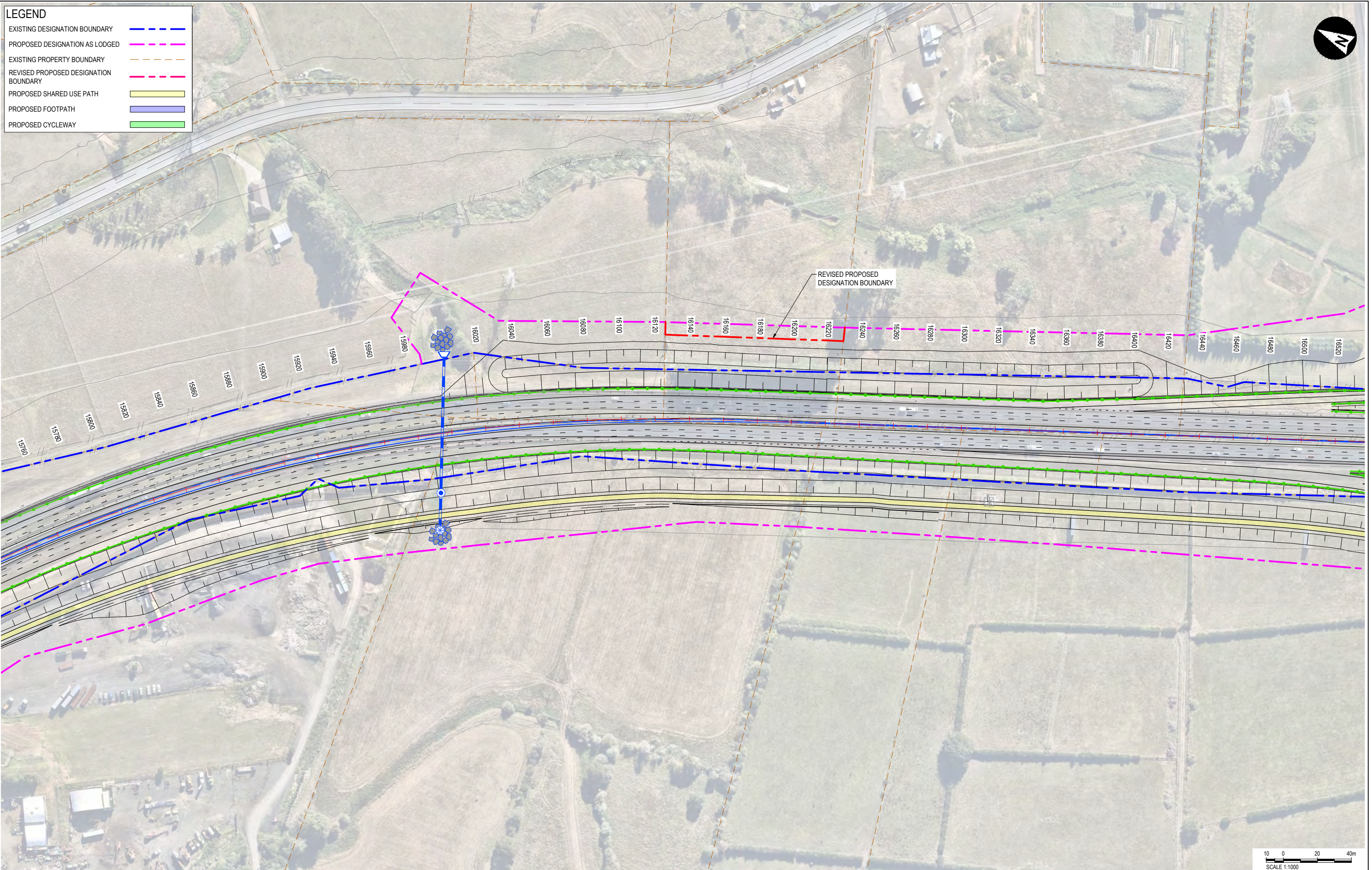
## **Appendices**

### **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

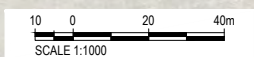
EXISTING PROPERTY BOUNDARY

REVISED PROPOSED DESIGNATION BOUNDARY

PROPOSED SHARED USE PATH


PROPOSED FOOTPATH

PROPOSED CYCLEWAY

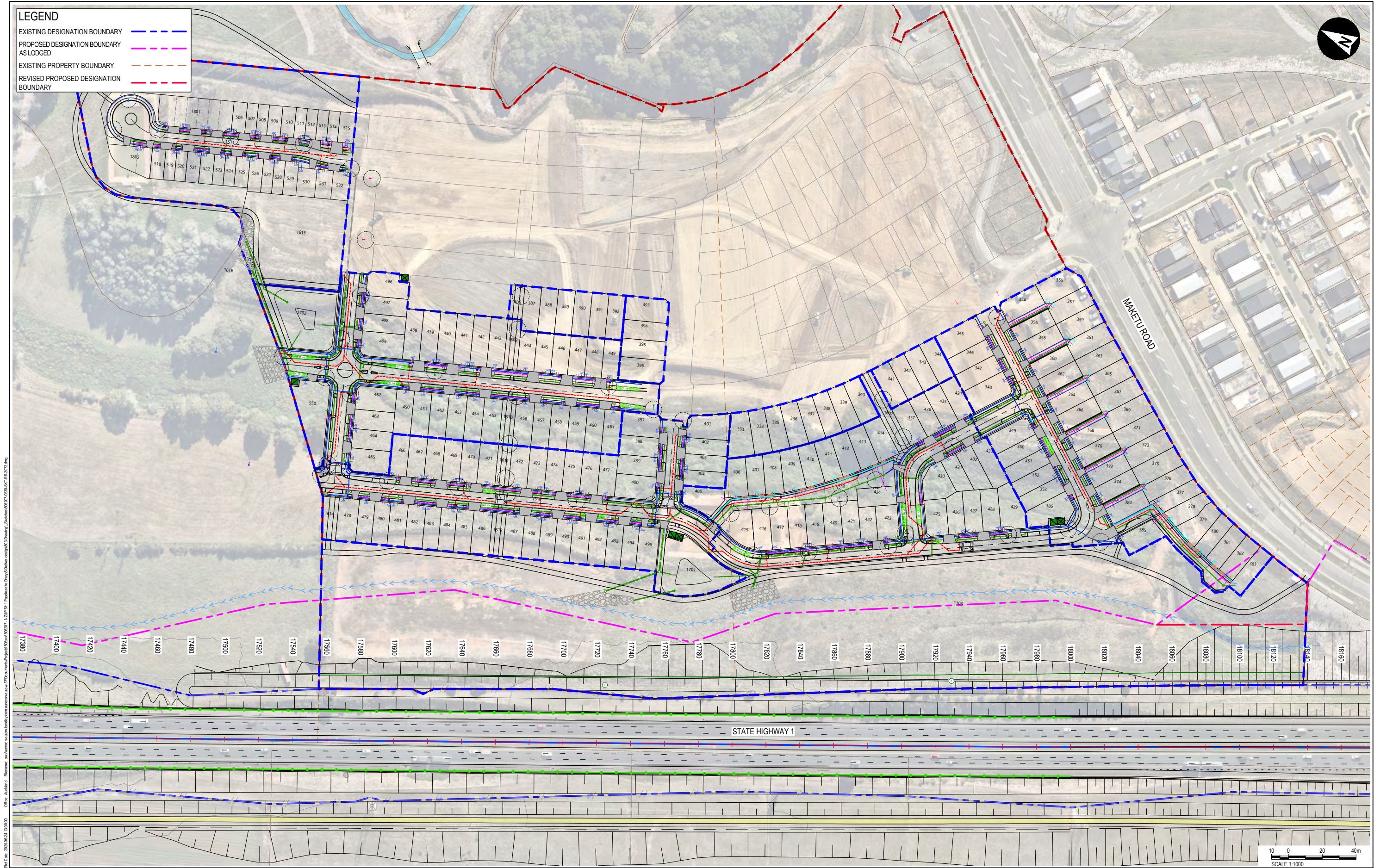


Proj Date: 2025-06-24 13:00:00    Client: Auckland    Filename: papakura-sh1-p2b-jetty-construction-jaw-300documents\Projects\506207 - NZUP SH1 Papakura to Drury\5 Deliverables\503 Drawing - Survey\506207-033-SKT-RR-2088.dwg




CLIENT		REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY		PROJECT	NZUP SH1 PAKAKURA TO DRURY									
		A		ISSUED FOR INFORMATION	M. LAING	1:1000	A1	NOT FOR CONSTRUCTION												
								DATE												
						DRAWN				TITLE	STAGE 2 P2B DESIGNATION BOUNDARY CHANGE COUNTIES POWER									
						R. IGNACIO														
						DESIGNED				DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV				
						T. HO					506207	-	0530	-	SKT	-	RR	-	2088	-
						REVIEWED														
						M. LAING														





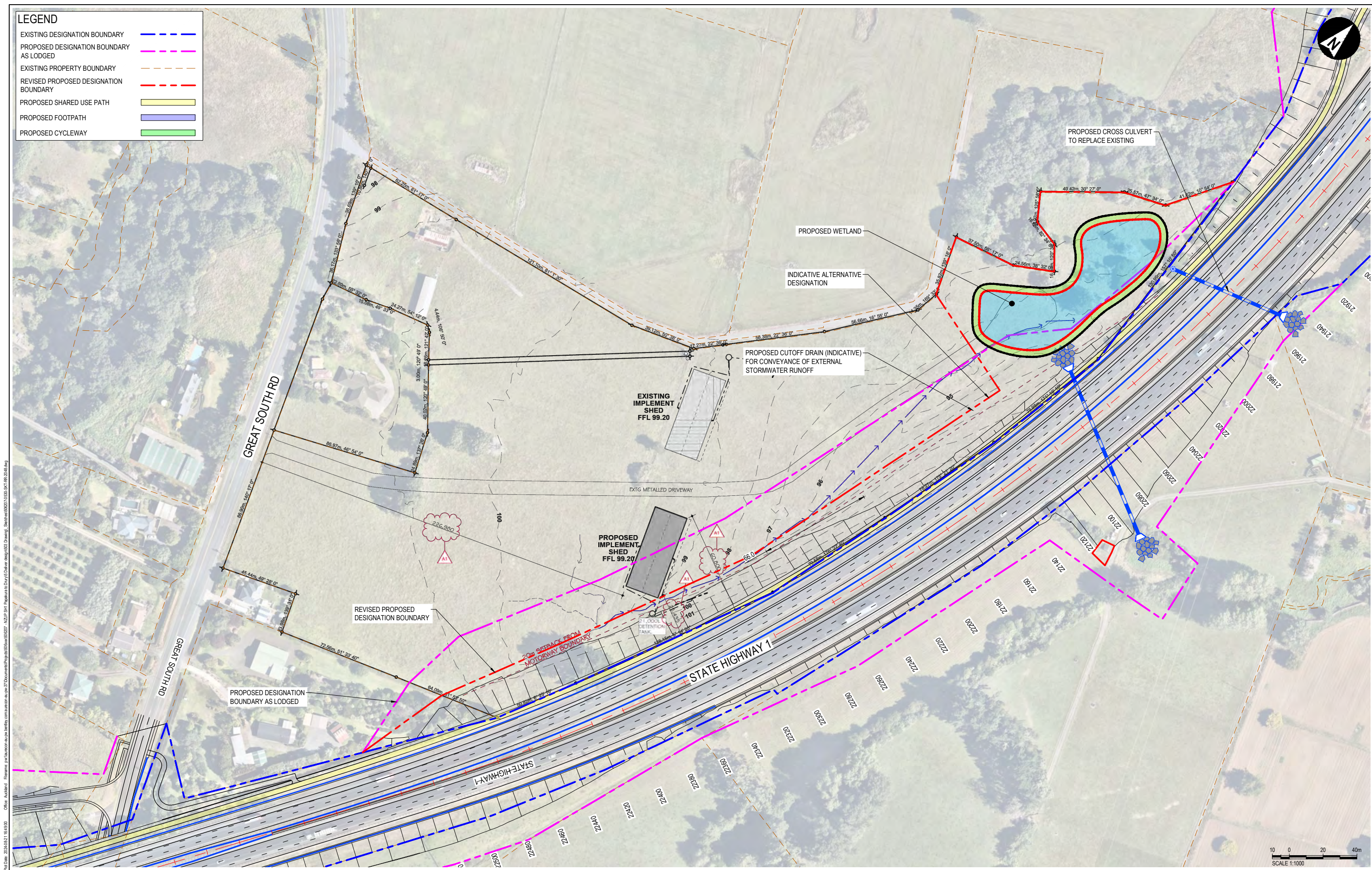
Plot Date: 2025-04-24 13:03:00 Office: Auckland Filepath: g:\work\transport\barley.com.au\work\stage-2\Documents\Projects\506207\NZUP SH1 Papakura to Drury\Drury Design\031 Drawing: Sketches\003207 SKT 0530 SKT 0530 0530.dwg






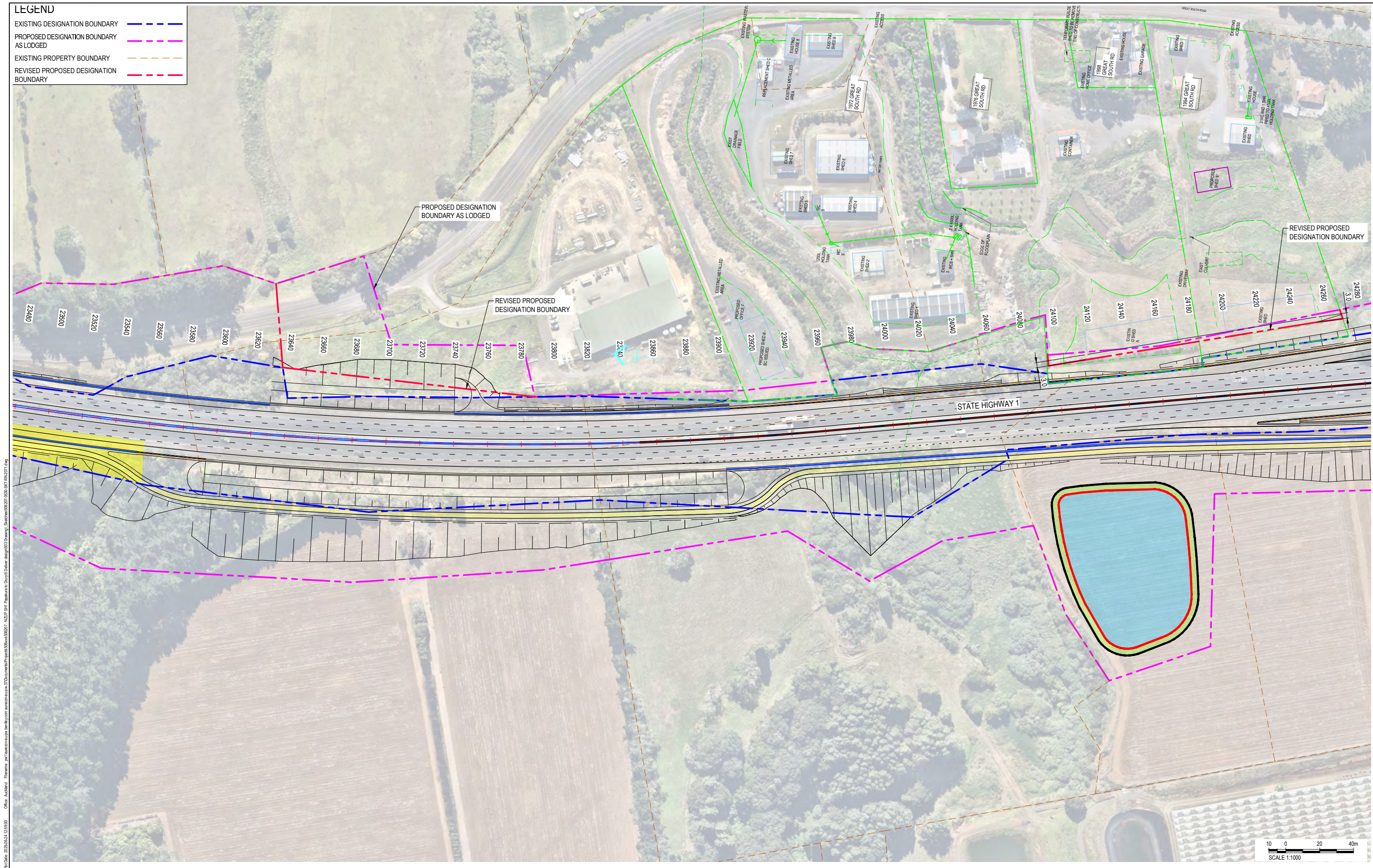
REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY NOT FOR CONSTRUCTION	PROJECT	NZUP SH1 PAKAPURA TO DRURY						
A	2024-08-27	ISSUED FOR REVIEW	M. LAING	1:1000	A1		APPROVED	TITLE	STAGE 2 P2B DESIGNATION BOUNDARY CHANGE DRURY PROPERTY GROUP					
							DATE							
						J. HIND	DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV	
							506207	0530	SKT	RR	2072	A		

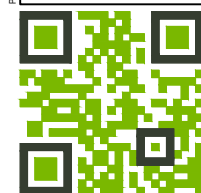




	CLIENT	REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY NOT FOR CONSTRUCTION  APPROVED  DATE  J. HIND	PROJECT	NZUP SH1 PAKAKURA TO DRURY						
		A		ISSUED FOR INFORMATION	R. LAUREN	1:1000	A1			TITLE	STAGE 2 P2B DESIGNATION BOUNDARY CHANG VERNON KW TRUSTEE LIMITED. AND WATERCARE SERVICES LIMITED					
						DRAWN R. IGNACIO										
						DESIGNED R. LAUREN										
						REVIEWED R. LAUREN										
									DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV	
										506207	0530	SKT	RR	2048	A	







**CLIENT**

**aurecon** **WAKA KOTAHU**  
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

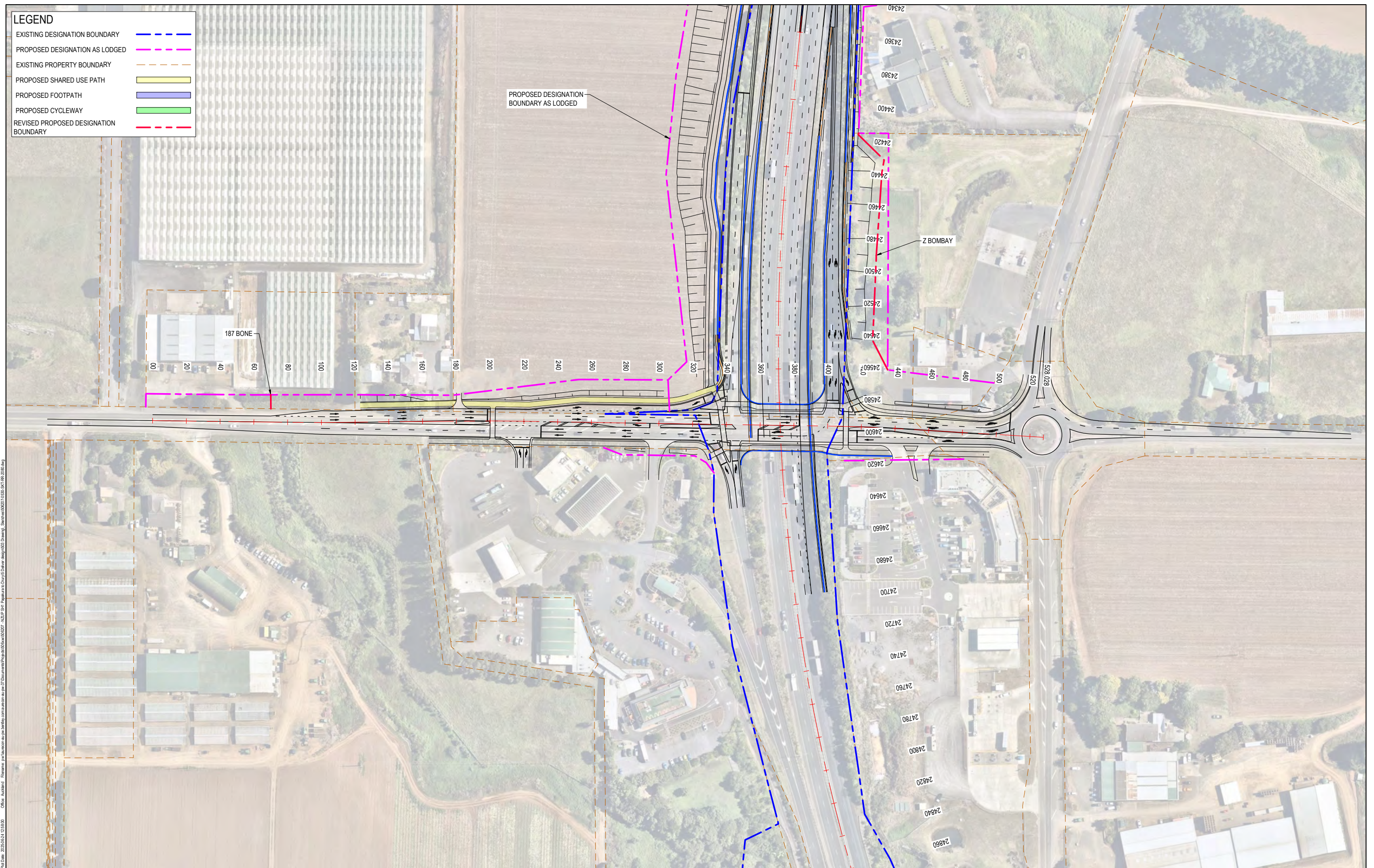
**APPROVED**  
DATE

J. HIND

PROJECT	TITLE
NZUP SH1 PAKAPURA TO DRURY	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	





REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY NOT FOR CONSTRUCTION		PROJECT	NZUP SH1 PAKAKURA TO DRURY									
A		ISSEUD FOR INFORMATION	M. LAING	1:1000	A1	APPROVED DATE		PROJECT	STAGE 2 P2B DESIGNATION BOUNDARY CHANGE Z ENERGY AND BONE 187 LIMITED									
				DRAWN R. IGNACIO														
				DESIGNED T. HO														
				REVIEWED M. LAING														
								DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER	REV				
								506207	-	0530	-	SKT	-	RR	-	2080	-	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	<p>The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream.</p> <p>The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as</p> <p>“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.”</p> <p>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.</p>
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	<p>Includes the following and similar activities:</p> <ul style="list-style-type: none"> <li>– Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations;</li> <li>– Establishing site yards, site offices, site entrances and fencing;</li> <li>– Constructing site access roads;</li> <li>– Relocation of services;</li> <li>– Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>

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	<p>Identifies Mana Whenua representative(s) who have been engaged throughout the Drury Access Ramp Project.</p> <p>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.</p>

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 <i>NESCS User's Guide 2012</i> ).
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
<b>General conditions (GC)</b>	
Standard conditions	
<b>GC.1</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> <li>(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</li> <li>(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.</li> </ul>

	<p>(vi) The General Arrangement Drawings in Appendix B of the Drury Access Ramp Project Assessment of Effects on the Environment dated 10 August 2023.</p> <p>(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.</p> <p>(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.</p> <p>(d) Response to Further Information Request No1 and No2 dated 15 September 2021.</p> <p>(e) S92 Tracking Table for the Drury Access Ramp Project applications, dated 05 July 2024.</p>
<p><b>GC.1a</b> <b>(GC.1a is applicable to Stage 2 Project Area only)</b></p>	<p>(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</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> <li>(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.</li> </ul>
<p><b>Designation Review</b></p>	
<p><b>GC.2</b></p>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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</p>

	approvals prior to the lodgement of an outline plan for the Drury Access Ramp.
<b>GC.3</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
<b>Project Information</b>	
<b>GC.4</b> <b>(GC.4 is applicable to Stage 2 Project Area only)</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(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;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(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.</p>
<b>Network Utility Operators (Section 176 Approval)</b>	
<b>GC.5</b> <b>(GC.5 is applicable to Stage 2 Project Area only)</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul>
<b>Pre-Construction Conditions (PC)</b>	
Pre-construction site meeting	



<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The meeting shall include the project archaeologist;</li> <li>(d) The following information shall be made available at the pre-construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans as per the requirements of the resource consents; and</li> <li>(v) A copy of any archaeological authority if obtained for the project works.</li> </ul> </li> <li>(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.</li> </ul>
<b>PC.2</b>	<p>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</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(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.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(ii) Historic Heritage Management Plan (HHMP);</li> <li>(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</li> </ul> </li> </ul>

	<p>resource consent number BUN60415513 or LUC60422075; and</p> <p>(iv) For the Stage 2 Project Area only:</p> <ul style="list-style-type: none"> <li>A. Construction Traffic Management Plan (CTMP);</li> <li>B. Construction Noise and Vibration Management Plan (CNVMP);</li> <li>C. Construction Environmental Management Plan (CEMP);</li> <li>D. Historic Heritage Management Plan (HHMP);</li> <li>E. Ecological Management Plan (EMP);</li> <li>F. Tree Management Plan (TMP),</li> <li>G. Urban and Landscape Design Management Plan (ULDMP); and</li> <li>H. Network Utility Management Plan (NUMP).</li> </ul> <p>(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:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated the reasons why.</li> </ul> <p>(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.</p> <p>(f) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</p>
<b>PC.4</b>	<p>(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.</p> <p>(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.</p>
<b>PC.5</b>	<p>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</p> <p>(a) Flanagan Road;</p>

	<p>(b) Pitt Road;</p> <p>(c) Great South Road (section to the west of Tegal Road) and north of Flanagan Road parallel to KiwiRail Designation 6302); and</p> <p>(d) 31 – 37 Bremner Road access; and</p> <p>(e) Drury Access Ramp.</p> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
<p><b>PC.5a</b> (PC.5a is applicable to Stage 2 Project Area only)</p>	<p>Prior to the lodgment of any outline plan of works, and the vesting of roads to Auckland Council, for activities on the following roads:</p> <p>(a) Quarry Road;</p> <p>(b) Maketu Road;</p> <p>(c) Tegel Road;</p> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Network Utility Integration Plan	
<p><b>PC.6</b> (PC.6 is applicable to Stage 2 Project Area only)</p>	<p>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</p>
Flood Hazards	
<p><b>PC.7</b></p>	<p>(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.</p> <p>(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</p>

	<p>and during a 1% AEP event for the following scenarios;</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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).</li> </ul>
Stakeholder and Communications Management Plan	
<b>PC.8</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) To achieve the purpose, the SCMP shall include: <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(v) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vii) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> </li> <li>(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.</li> </ul>
Complaints Management Process	

<b>PC.9</b>	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> <li>(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.</li> </ul>
<b>PC.10</b>	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
<b>Specific Outline Plan of Works Requirements</b>	
Flood Condition	
<b>OPW.1</b> <b>(OPW.1 is applicable to Stage 2 Project Area only)</b>	<p>(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.</p> <p>(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).</p>
<b>General construction conditions (CC)</b>	
General	

<b>CC.1</b>	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.
<b>CC.2</b>	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
<b>CC.3</b>	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.
<b>CC.3A</b>	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.
<b>Construction Environmental Management Plan</b>	
<b>CC.4</b>	<p>(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.</p> <p>(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.</p> <p>(c) To achieve the purpose, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> </ul>

	<ul style="list-style-type: none"> <li>(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;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(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;</li> <li>(xi) procedures for responding to complaints about Construction Works;</li> <li>(xii) methods for amending and updating the CEMP as required;</li> <li>(xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</li> <li>(xiv) measures to manage discharge of sediment or other contaminants.</li> </ul> <p>(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.</p> <p>(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.</p>
<b>CC.5</b>	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.
<b>Network Utility Management Plan</b>	
<b>CC.6</b>	<p>(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.</p> <p>(b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the purpose, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p>

	<p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Transpower (Conditions CC.7 to CC.12 apply to Stage 1B1 and Stage 2 of the Project)</b>	
<b>CC.7</b>	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).
<b>CC.8</b>	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.
<b>CC.9</b>	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.
<b>CC.10</b>	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.
<b>CC.11</b>	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.
<b>CC.12</b>	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.
<b>Transpower Infrastructure Management Plan (Conditions CC.13 to CC.18 apply to Stage 1B1 and Stage 2 of the Project)</b>	
<b>CC.13</b>	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.
<b>CC.14</b>	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.
<b>CC.15</b>	(a) To achieve the purpose, the TIMP shall include:



	<ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.7 – CC.10 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> <li>E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</li> </ul> </li> </ul>
<b>CC.16</b>	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.17</b>	<p>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:</p> <ul style="list-style-type: none"> <li>(a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or</li> <li>(b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.</li> </ul>
<b>CC.18</b>	Construction works shall be undertaken in accordance with the Transpower Infrastructure Management Plan prepared in accordance with Condition CC.15 above.

	<p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
<b>Mana Whenua conditions (MW)</b>	
Cultural Monitoring Plan	
<b>MW.1</b>	<p>(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.</p> <p>(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.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(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</li> <li>(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.</li> </ul> <p>(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</p>

	<p>requirements of condition MW.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
<b>Historic Heritage conditions (HH)</b>	
Historic Heritage Management Plan	
<b>HH.1</b>	<p>(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.</p> <p>(b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</p> <p>(c) To achieve the purpose, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(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;</li> <li>(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;</li> <li>(iv) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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);</li> <li>(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;</li> <li>(x) Measures for secure on-site storage and archiving of any archaeological materials;</li> </ul>

	<ul style="list-style-type: none"> <li>(xi) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and</li> <li>(xii) legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and</li> <li>(xii) Methods for appropriate public dissemination of knowledge gained from heritage investigations.</li> </ul> <p>(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.</p>
<b>Construction noise and vibration conditions (CNV)</b>	
Construction noise and vibration management plan	
<b>CNV.1</b>	<p>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).</p> <ul style="list-style-type: none"> <li>(a) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(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;</li> <li>(viii) contact details of the Project Liaison Person;</li> <li>(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</li> </ul> </li> </ul>

	<p>workers;</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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)];</li> <li>(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;</li> <li>(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</li> <li>(xiv) requirements for review and update of the CNVMP.</li> </ul> <p>(c) The CNVMP shall address the specific measures for 168 Flanagan Road recommended in the report of Marshall Day Acoustics dated 15 October 2021.</p>
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## 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 <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
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
<b>Other occupied buildings</b>			
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
	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 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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2;
  - 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

	<p>construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish times;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(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;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(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.</p>
<b>Construction traffic conditions (CT)</b>	
Construction traffic management plan	
<b>CT.1</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</li> <li>(c) To achieve this purpose, the CTMP shall include: <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport ;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures</li> </ul> </li> </ul>



	<p>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;</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(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;</li> <li>(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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
<b>CT.2</b>	<p>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:</p> <ul style="list-style-type: none"> <li>(a) That passenger transport services can be efficiently provided on the road network; and</li> <li>(b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.</li> </ul>

<b>Urban design and landscaping (LV)</b>	
Urban Design and Landscape Framework	
<b>LV.1 (this condition applies to Stage 1B2 and the Drury Access Ramp stage of the Project)</b>	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.
<b>LV.2</b>	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.
<b>LV.3</b>	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.
<b>LV.4 (this condition applies to Stage 1B2 of the Project)</b>	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 chainage 12600 to 12750.
<b>ADVICE NOTE:</b> 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.	
<b>Urban and Landscape Design Management Plan (ULDMP)</b>	
<b>LV.5 (LV.5 is applicable to Stage 2 Project Area only)</b>	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(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</p>

	<p>Plan) may be reflected in the ULDMP.</p> <p>(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.</p> <p>(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.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions,</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Provides opportunities to incorporate mana whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(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;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> </ul>
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	<p>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as:</p> <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> <p>(h) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(i) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p>(j) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>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;</li> <li>B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified in Schedule 3.</li> <li>C. Street trees, shrubs and ground cover suitable for the location;</li> <li>D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>E. planting of stormwater wetlands;</li> <li>F. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> </ul> <p>(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.</p> <p>(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</p>
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	<p>completion of works in each Stage of Work; and</p> <p>(m) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> <li>(i) Weed control and clearance;</li> <li>(ii) Pest animal management (to support plant establishment);</li> <li>(iii) Ground preparation (top soiling and decompaction);</li> <li>(iv) Mulching; and</li> <li>(v) Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul>
<b>Ecology conditions (EC)</b>	
<b>Pre-Construction Ecological Survey</b>	
<p><b>EC.1</b> <b>(EC.1 is applicable to Stage 2 Project Area only)</b></p>	<ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</li> <li>(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.</li> </ul> </li> <li>(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).</li> </ul>
<b>Ecological Management Plan (EMP)</b>	
<p><b>EC.2</b> <b>(EC.2 is applicable to Stage 2 Project Area only)</b></p>	<ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>(i) If an EMP is required in accordance with Condition EC.1(b) for the presence of long-tail bats: <ul style="list-style-type: none"> <li>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.</li> <li>B. How the timing of any construction work in the vicinity of any</li> </ul> </li> </ul> </li> </ul>

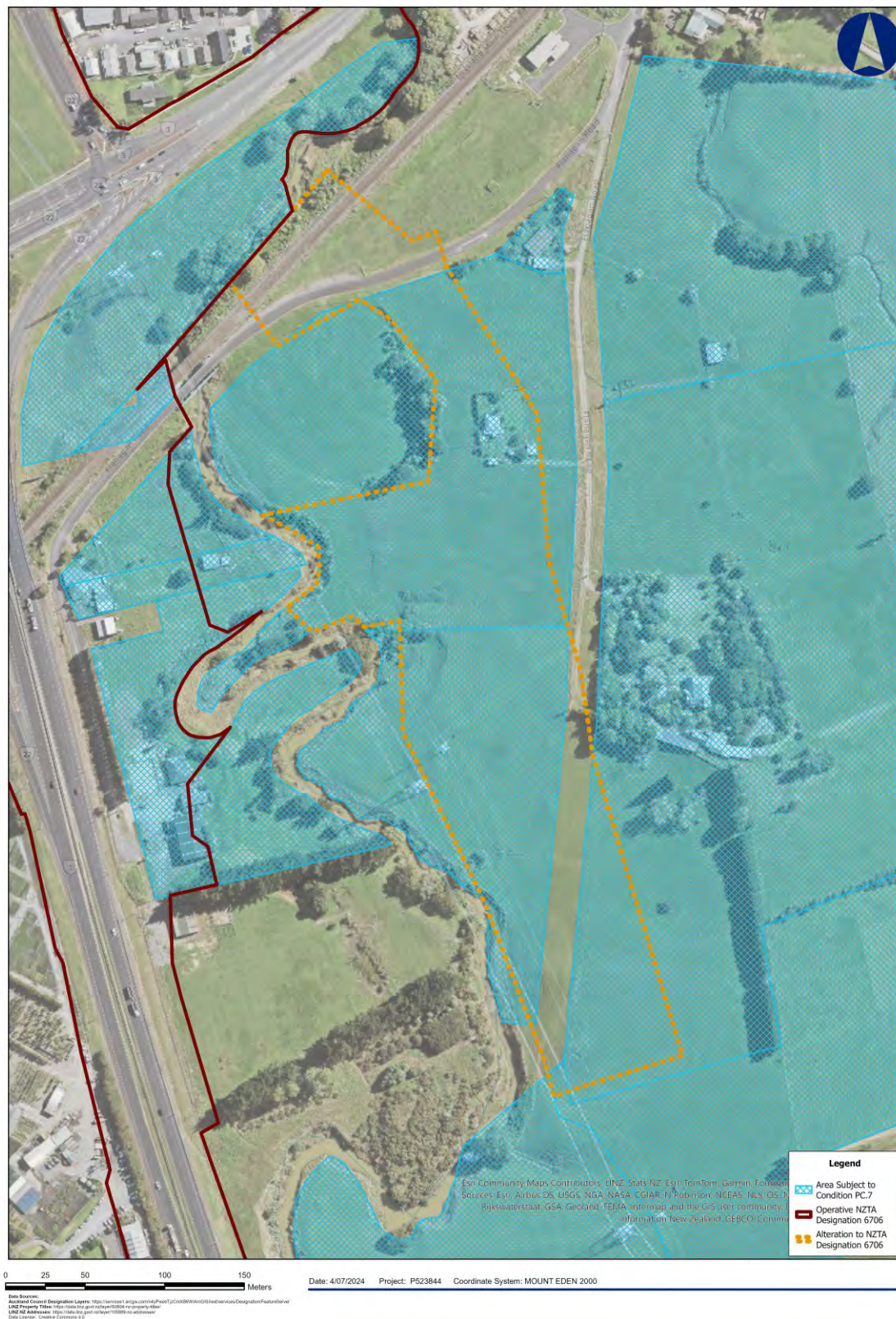
	<p>maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</p> <p>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</p> <p>D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);</p> <p>E. Details of measures to minimise operational disturbance from light spill; and</p> <p>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</p> <p>(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):</p> <p>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</p> <p>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.</p> <p>(iii) If an EMP is required in accordance with Condition EC.1(b) for the presence of Threatened or At-Risk wetland birds:</p> <p>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</p> <p>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;</p> <p>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;</p> <p>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:</p> <p>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</p>
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	<p>include the use of marker poles, tape and signage;</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>i. Stream and/or wetland restoration plans;</li> <li>ii. Vegetation restoration plans; and</li> <li>iii. Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
<b>Arboricultural conditions (AB)</b>	
AB.1	<p>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.</p> <p>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.</p>
AB.2	<p>There shall be no storage (or temporary storage) of materials, machinery, and equipment within the protected root zone of any protected tree.</p>
<b>Tree Management Plan</b>	
<b>AB.3</b> <b>(AB.3 is applicable to Stage 2 Project Area only)</b>	<ul style="list-style-type: none"> <li>(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).</li> <li>(b) The Tree Management Plan shall: <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition LV.5(i);</li> </ul> </li> </ul> </li> </ul>

	<p>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p>
<b>Operational noise conditions (ON)</b>	
<b>Low Noise Road Surface</b>	
<b>ON.1</b> (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.
<b>ON.2</b> (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.



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.







## 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**

<b>Status</b>	<b>Tree / Group No.</b>	<b>Vegetation Type</b>	<b>Protection</b>	<b>Location</b>	<b>Species</b>	<b>Age</b>	<b>Comments</b>
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.

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
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: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(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.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(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.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(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</p>

Ref	Condition
	<p>established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(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;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(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.</p>
Designation Review	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>GC.4</b>	<p>The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.</p>
Network Utility Operators (Section 176 Approval)	
<b>GC.5</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(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.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<b>Pre-construction conditions (PC)</b>	

Ref	Condition
Pre-construction site meeting	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	<p>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.</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(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.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> <li>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</li> </ul>
Management Plans	

Ref	Condition
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(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.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(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;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Maketu Road;</li> <li>(b) Ararimu Road;</li> <li>(c) Maher Road;</li> <li>(d) Harrison Road; and,</li> <li>(e) Hillview Road.</li> </ul> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Stakeholder Communication and Engagement Management Plan (SCEMP)	

Ref	Condition
<b>PC.6</b>	<p>(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.</p> <p>(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.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> <p>(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.</p>
Urban and Landscape Design Management Plan (ULDMP)	
<b>PC.7</b>	<p>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context.</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality-environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(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.</p>

Ref	Condition
	<p>(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.</p> <p>(e) The ULDMP shall be prepared in general accordance with the:</p> <ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(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;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> </ul> </li> </ul>

Ref	Condition
	<p>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</p> <p>(vii) Retains mature trees and native vegetation, where practicable.</p> <p>(g) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(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.</p> <p>(i) The ULDMP shall also include the following tree management planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) Tree management and planting design details including: <ul style="list-style-type: none"> <li>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.</li> <li>B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan).</li> <li>C. Street trees, shrubs and ground cover suitable for the location;</li> <li>D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>E. Planting of stormwater wetlands;</li> <li>F. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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;</li> <li>(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</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> </ul> </li> </ul>

Ref	Condition
	<p>D. Mulching; and</p> <p>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</p>
Network Utilities Integration	
<b>PC.8</b>	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.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
<b>OPW.1</b>	<p>(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.</p> <p>(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).</p>
Existing Property Access	
<b>OPW.2</b>	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.
<b>Construction Conditions (CC)</b>	
General	
<b>CC.1</b>	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
<b>CC.2</b>	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
<b>CC.3</b>  <b>CC.3A</b>	<p>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.</p> <p>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.</p>
Construction Environmental Management Plan	
<b>CC.4</b>	<p>(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.</p> <p>(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.</p> <p>(c) To achieve the purpose, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(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;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(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;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> <li>(xiii) methods for amending and updating the CEMP as required;</li> <li>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</li> <li>(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: <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> </li> <li>(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.</li> <li>(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.</li> </ul>
<b>CC.5</b>	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	
<b>CC.6</b>	<ul style="list-style-type: none"> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> </li> </ul>

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.
<b>CC.7</b>	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
<b>CC.8</b>	<p>(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.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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.
<b>CC.11</b>	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.
<b>CC.12</b>	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.
<b>CC.13</b>	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.
<b>CC.14</b>	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	
<b>CC.15</b>	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.
<b>CC.16</b>	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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> </ul> </li> </ul>

Ref	Condition
	<p>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;</p> <p>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</p> <p>E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</p>
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.19</b>	<p>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:</p> <p>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</p> <p>(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.</p>
<b>CC.20</b>	<p>Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above.</p> <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<p>(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.</p> <p>(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.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p>(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;</p> <p>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</p> <p>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p>

Ref	Condition
	<ul style="list-style-type: none"> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> <li>(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).</li> <li>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</li> </ul>
Construction traffic management plan	
<b>CC.22</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</li> <li>(c) To achieve this purpose, the CTMP shall include: <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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</li> </ul> </li> </ul>

Ref	Condition
	<p>cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(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;</li> <li>(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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(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;</li> <li>(viii) contact details of the Project Liaison Person;</li> <li>(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;</li> <li>(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)];</li> <li>(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;</li> <li>(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</li> <li>(xiii) requirements for review and update of the CNVMP.</li> </ul>

#### 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 <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75



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																										
<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>					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
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	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
	<p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(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.</p>
<b>CC.26</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;</li> <li>(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.</li> </ul> <p>(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:</p> <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish times;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(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;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(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.</p>
Historic Heritage Management Plan	
<b>CC.27</b>	<p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> </ul> </li> </ul>

Ref	Condition
	<p>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;</p> <p>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);</p> <p>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;</p> <p>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</p> <p>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;</p> <p>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;</p> <p>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul> <p>(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.</p>
	Pre-Construction Ecological Survey

Ref	Condition
<b>CC.28</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>i) Confirming whether the species of value identified as potentially present within Biodiversity Areas<sup>1</sup> identified in Schedule 2 are actually present, and;</li> <li>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.</li> </ul> <p>(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).</p>
Ecological Management Plan (EMP)	
<b>CC.29</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: <ul style="list-style-type: none"> <li>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.</li> <li>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;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>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);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> </li> </ul>

<sup>1</sup> **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
	<p>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):</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>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.</li> </ul> <p>iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>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;</li> <li>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;</li> <li>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: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> </li> </ul> <p><b>ADVICE NOTE:</b></p> <p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p>

Ref	Condition
	<ul style="list-style-type: none"> <li>i. Stream and/or wetland restoration plans;</li> <li>ii. Vegetation restoration plans; and</li> <li>iii. Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
Tree Management Plan	
<b>CC.30</b>	<p>(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).</p> <p>(b) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i);</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> </ul>
<b>Operational Conditions (OC)</b>	
Low Noise Road Surface	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

## Attachments

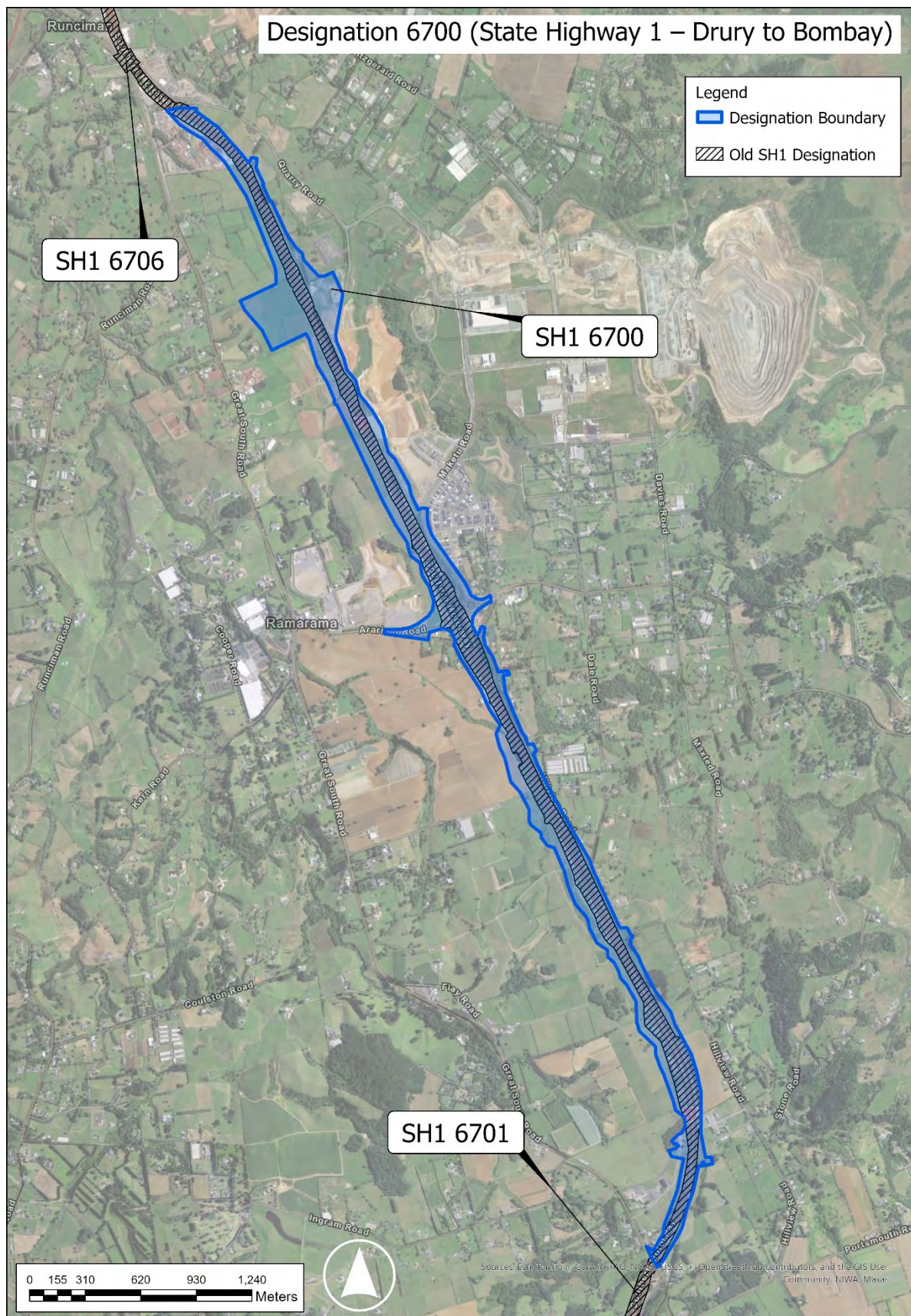
### Schedule 1: General Accordance Plans and Information

#### 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.

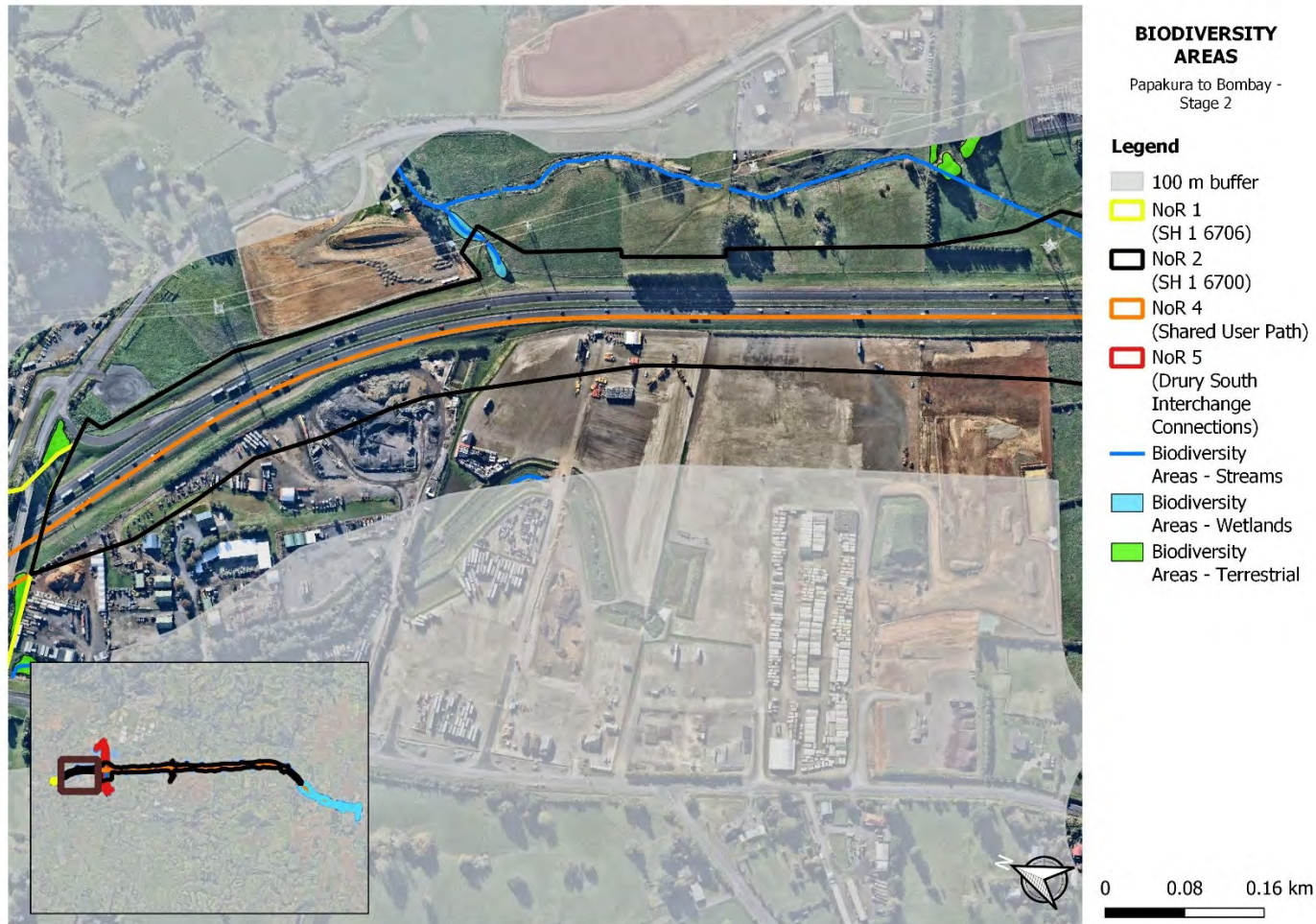




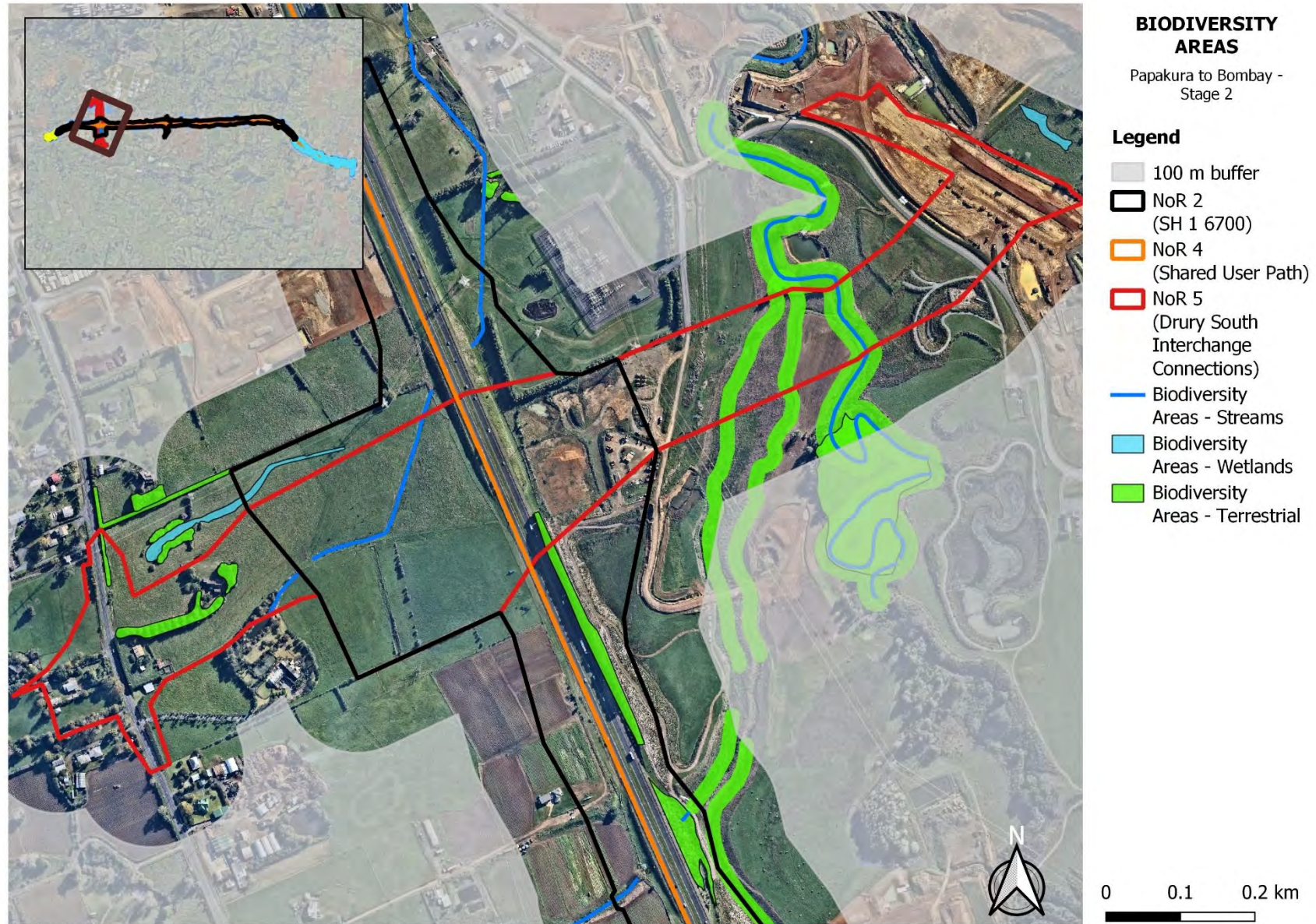


## Schedule 2: Ecology

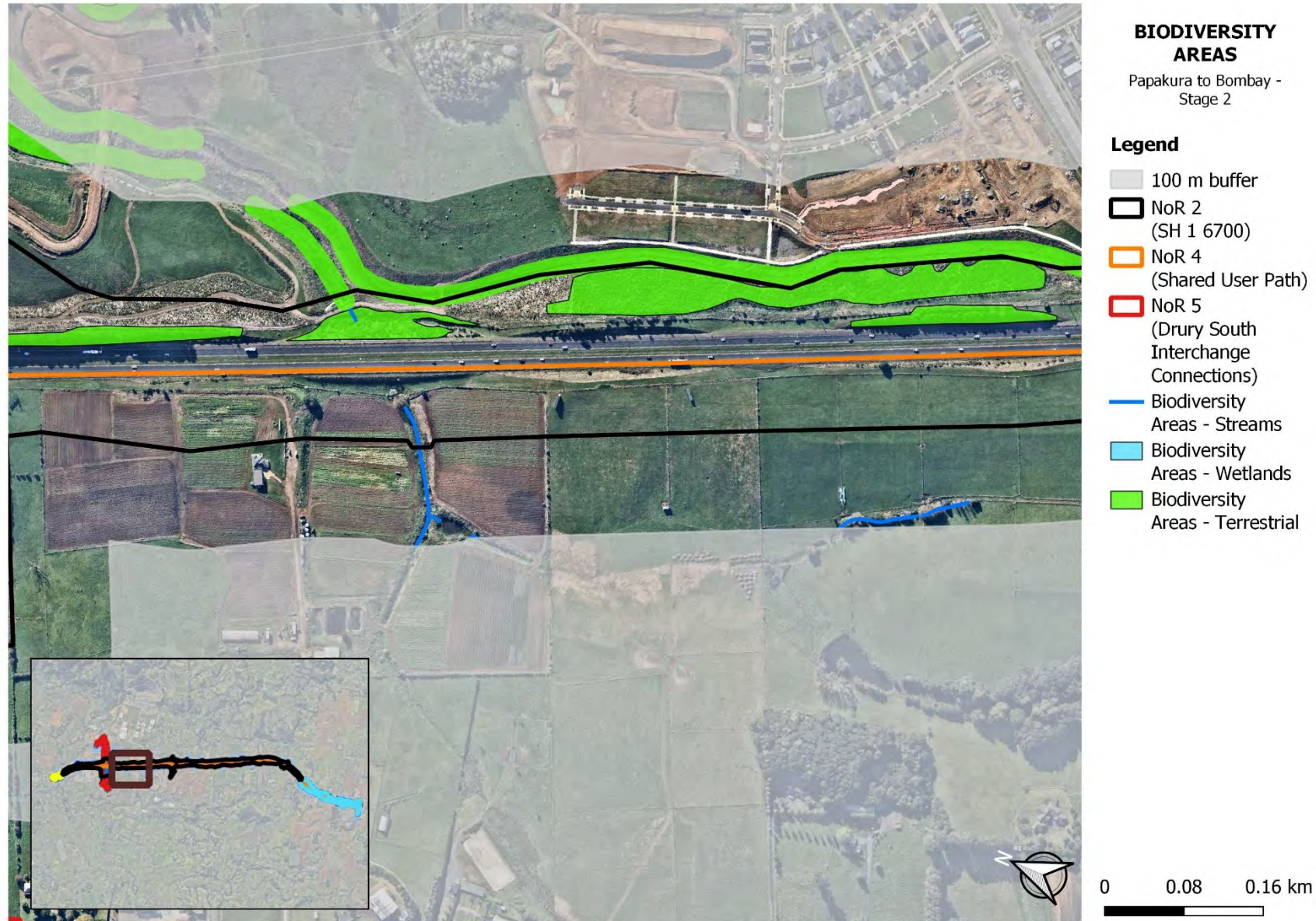
### Identified Biodiversity Areas

























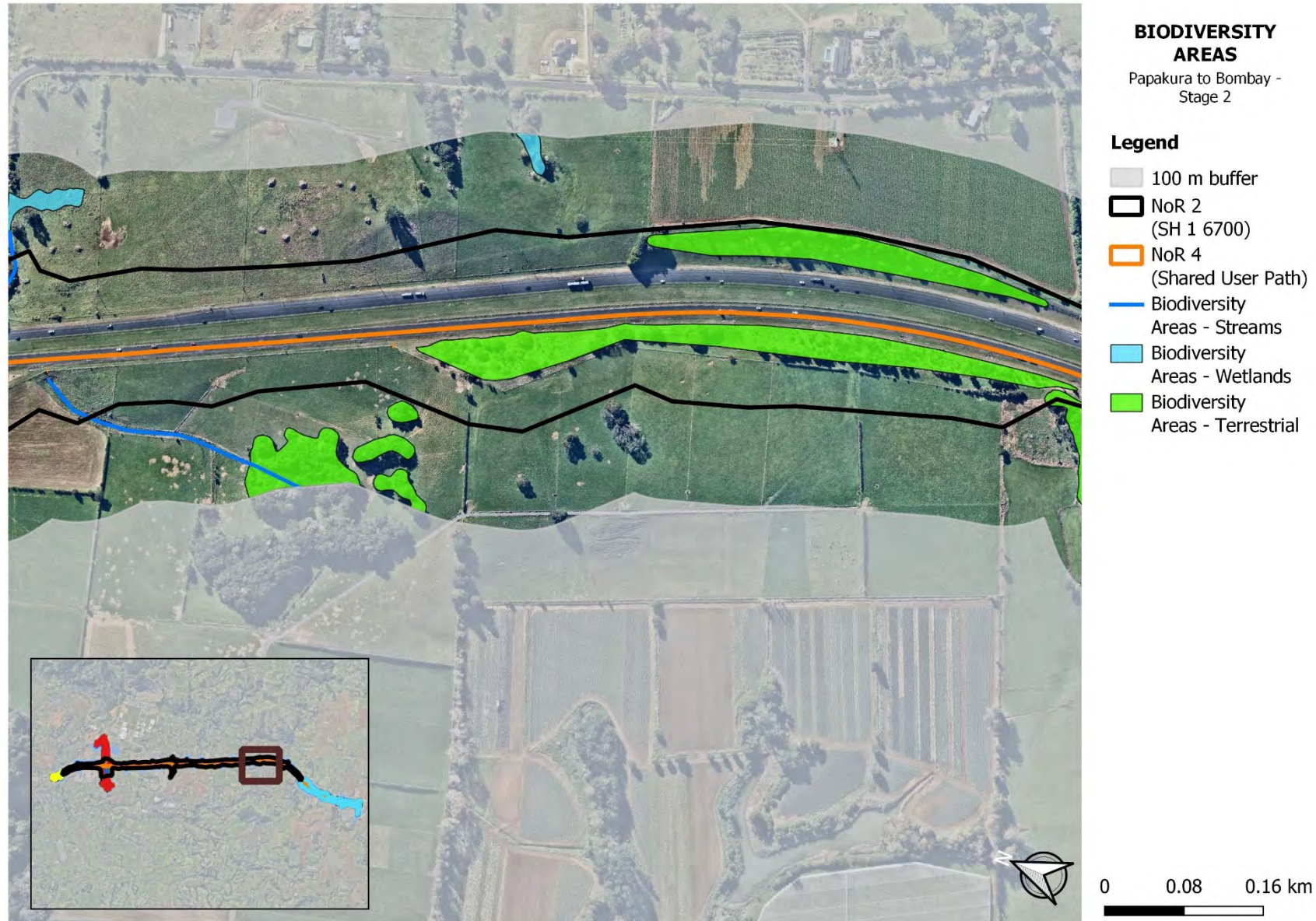








Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

**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

## 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

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
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: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(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.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(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.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(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</p>

Ref	Condition
	<p>established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(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;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(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.</p>
Designation Review	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>GC.4</b>	<p>The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.</p>
Network Utility Operators (Section 176 Approval)	
<b>GC.5</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(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.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<b>Pre-construction conditions (PC)</b>	

Ref	Condition
Pre-construction site meeting	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	<p>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.</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(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</li> <li>(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: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> <li>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</li> </ul>
Management Plans	

Ref	Condition
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(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.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(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;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Bombay Road;</li> <li>(b) Great South Road; and,</li> <li>(c) Mill Road.</li> </ul> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Stakeholder Communication and Engagement Management Plan (SCEMP)	
<b>PC.6</b>	<p>(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.</p>

Ref	Condition
	<p>(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.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> <p>(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.</p>
Urban and Landscape Design Management Plan (ULDMP)	
<b>PC.7</b>	<p>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality-environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(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.</p> <p>(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.</p>



Ref	Condition
	<p>(e) The ULDMP shall be prepared in general accordance with the:</p> <ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(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;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(vii) Retains mature trees and native vegetation, where practicable.</li> </ul> <p>(g) The ULDMP(s) shall include:</p>

Ref	Condition
	<ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(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.</p> <p>(i) The ULDMP shall also include the following tree management planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) Tree management and planting design details including: <ul style="list-style-type: none"> <li>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.</li> <li>B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan).</li> <li>C. Street trees, shrubs and ground cover suitable for the location;</li> <li>D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>E. Planting of stormwater wetlands;</li> <li>F. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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;</li> <li>(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</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> <li>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul>

Ref	Condition
Network Utilities Integration	
<b>PC.8</b>	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.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
<b>OPW.1</b>	<p>(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.</p> <p>(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).</p>
Existing Property Access	
<b>OPW.2</b>	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.
<b>Construction Conditions (CC)</b>	
General	
<b>CC.1</b>	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.
<b>CC.2</b>	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
<b>CC.3</b>	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
<b>CC.3A</b>	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	
<b>CC.4</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(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;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(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;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> <li>(xiii) methods for amending and updating the CEMP as required;</li> <li>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</li> </ul> </li> </ul>

Ref	Condition
	<p>(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:</p> <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> <p>(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.</p> <p>(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.</p>
<b>CC.5</b>	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	
<b>CC.6</b>	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <p>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.</p>
<b>CC.7</b>	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
<b>CC.8</b>	(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
	<p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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.
<b>CC.11</b>	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.
<b>CC.12</b>	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.
<b>CC.13</b>	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.
<b>CC.14</b>	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
<b>CC.15</b>	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.
<b>CC.16</b>	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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> <li>E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</li> </ul> </li> </ul>
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.

Ref	Condition
<b>CC.19</b>	<p>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:</p> <p>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</p> <p>(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.</p>
<b>CC.20</b>	<p>Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above.</p> <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<p>(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.</p> <p>(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.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul> <p>(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).</p>



Ref	Condition
	(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
<b>CC.22</b>	<p>(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.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the</li> </ul> </li> </ul>

Ref	Condition																																																			
	<p>period of construction activities, and management of noise and vibration complaints;</p> <p>(viii) contact details of the Project Liaison Person;</p> <p>(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;</p> <p>(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)];</p> <p>(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;</p> <p>(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</p> <p>(xiii) requirements for review and update of the CNVMP.</p>																																																			
Noise Criteria																																																				
CC.24	<p>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:</p> <p><b>Table CC.24.1 Construction noise criteria</b></p> <table><tr><th>Day of week</th><th>Time</th><th>dB LAeq(15min)</th><th>dB LAmax</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>	Day of week	Time	dB LAeq(15min)	dB LAmax	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			
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	2000 – 0630	45	75																																																	
Other occupied buildings																																																				

Ref	Condition			
	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.			

Ref	Condition
	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish times;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(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;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(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.</p>
Historic Heritage Management Plan	
<b>CC.27</b>	<p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>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;</li> <li>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);</li> <li>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;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul> </li> </ul>



Ref	Condition
	<p>(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;</p> <p>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;</p> <p>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:</p> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol> <p>(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.</p>
Pre-Construction Ecological Survey	
<b>CC.28</b>	<p>(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:</p> <ol style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas<sup>1</sup> identified in Schedule 2 are actually present, and;</li> <li>(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.</li> </ol> <p>(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).</p>

<sup>1</sup> **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)	
<b>CC.29</b>	<p>(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:</p> <p>(i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>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);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> <p>(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):</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>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.</li> </ul> <p>(iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>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;</li> <li>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</li> </ul>

Ref	Condition
	<p>to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</p> <p>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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>i. Stream and/or wetland restoration plans;</li> <li>ii. Vegetation restoration plans; and</li> <li>iii. Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
Tree Management Plan	
<b>CC.30</b>	<p>(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).</p> <p>(b) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i);</li> </ul> </li> </ul>

Ref	Condition
	<p>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p>
Protected Trees (Bishop Selwyn Cairn)	
<b>CC.31</b>	<p>(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:</p> <p>(i) Item ID. 2152, Puriri, located at 1832 Great South Road, Pt Lot B DP 6559; and;</p> <p>(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.</p> <p>(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.</p>
Protected Heritage Site (Bishop Selwyn Cairn)	
<b>CC.32</b>	<p>(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.</p> <p>(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.</p>
<b>Operational Conditions (OC)</b>	
Low Noise Road Surface	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

## Attachments

### Schedule 1: General Accordance Plans and Information

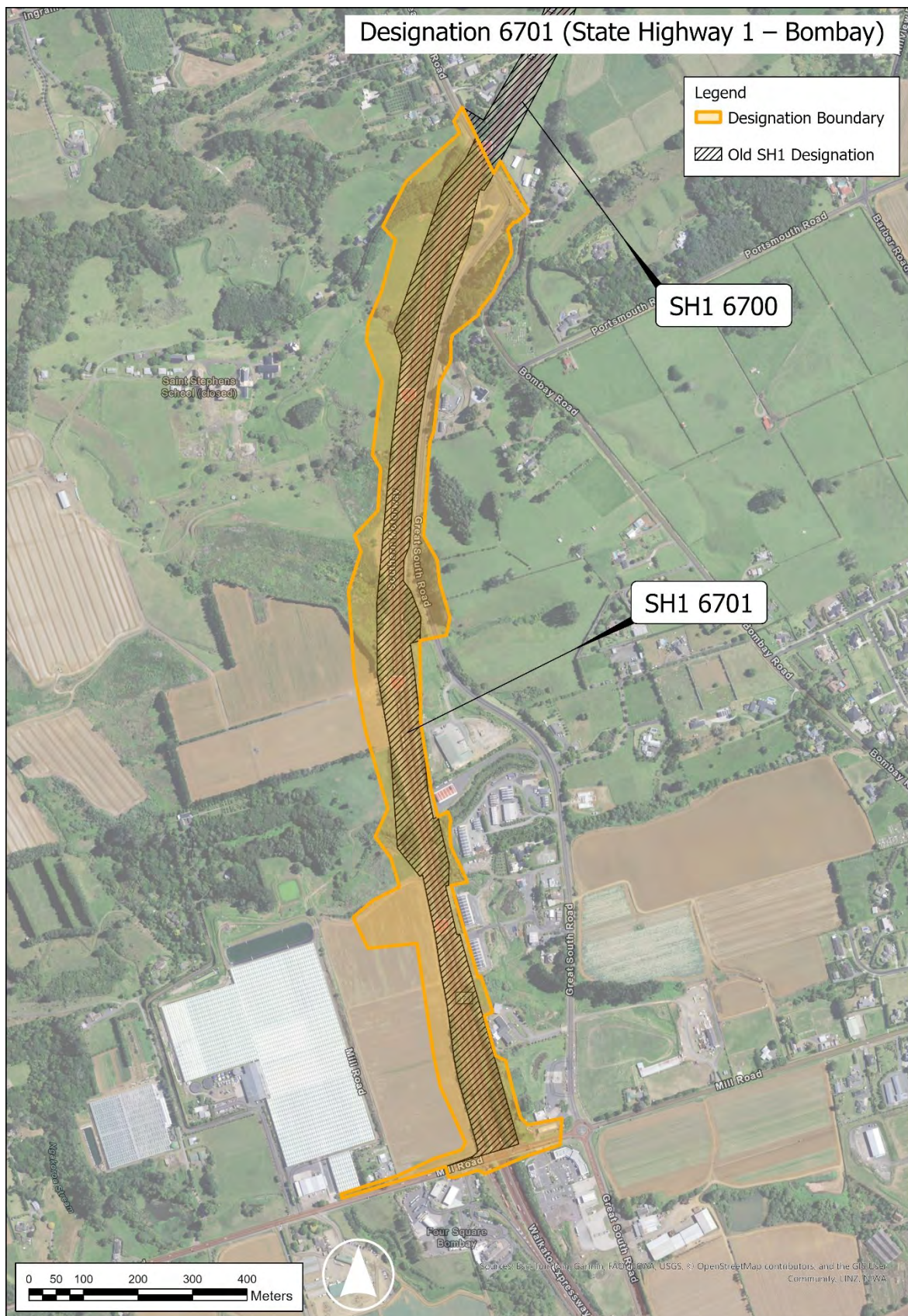
#### Project Description:

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





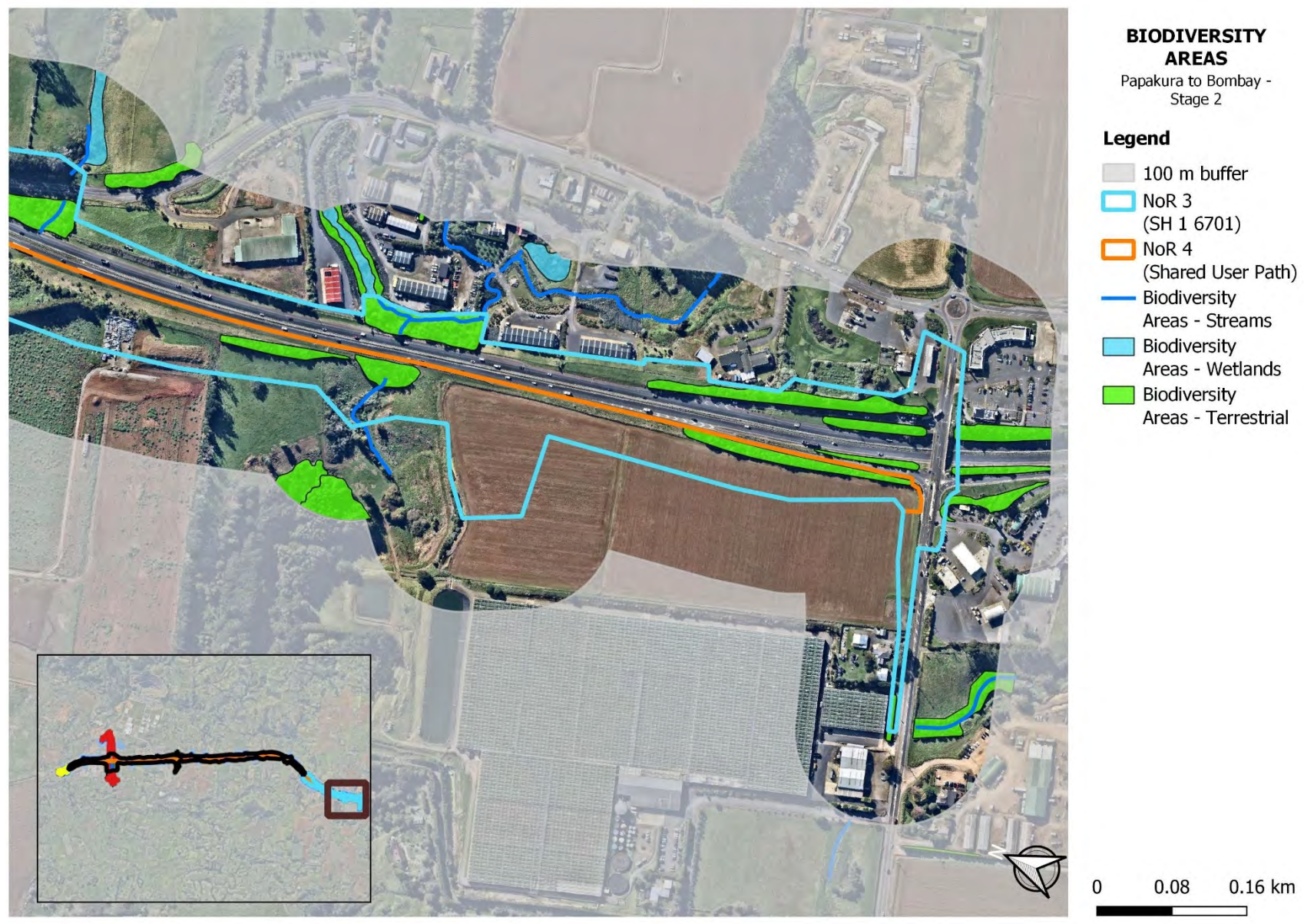


Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

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

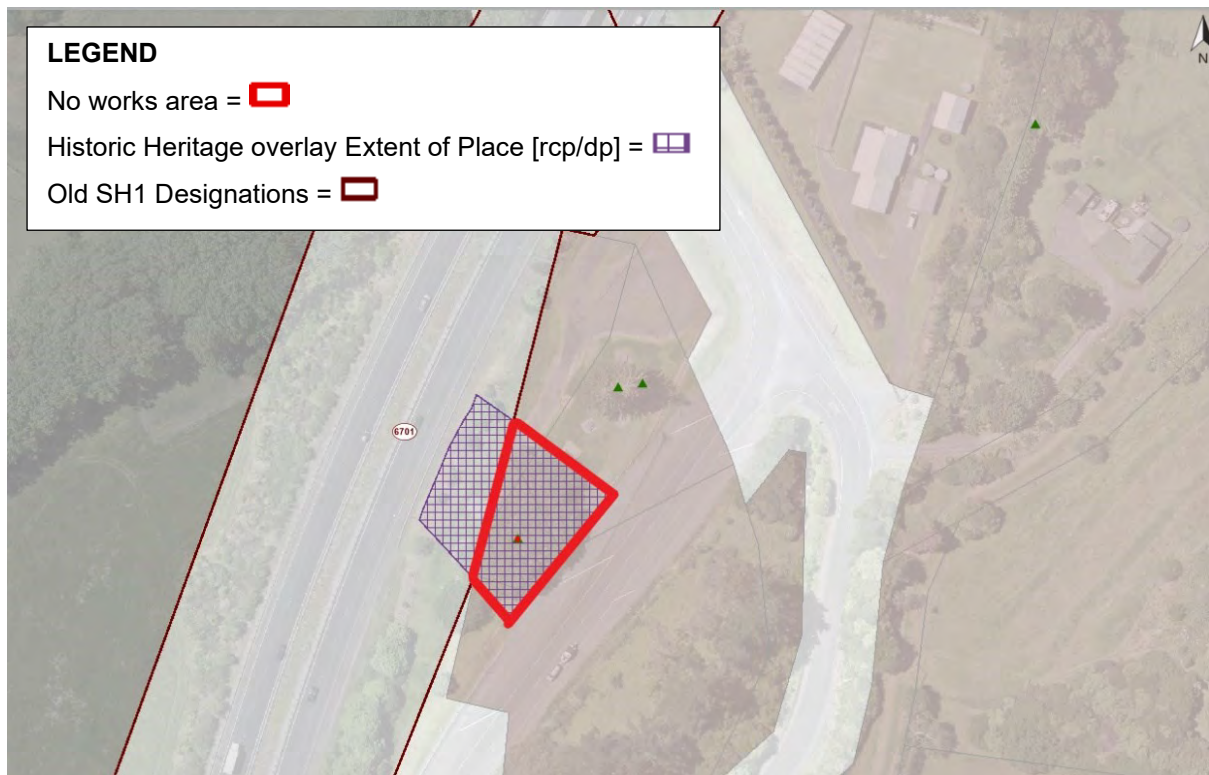
Ecological Value ► Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	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.

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
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: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(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.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(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.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(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</p>

	<p>established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(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;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(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.</p>
<b>Designation Review</b>	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>GC.4</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
<b>Designation Lapse</b>	
<b>GC.5</b>	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.
<b>Network Utility Operators (Section 176 Approval)</b>	
<b>GC.6</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(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.</li> </ul>



	(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
<b>Pre-construction conditions (PC)</b>	
Pre-construction site meeting	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	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)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(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</li> <li>(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: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> </ul>

	(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
<b>Management Plans</b>	
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(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.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(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;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Quarry Road;</li> <li>(b) Great South Road;</li> <li>(c) Maher Road;</li> <li>(d) Ararimu Road (Ramarama Interchange); and ,</li> <li>(e) Mill Road (Bombay Interchange).</li> </ul> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>

## Stakeholder Communication and Engagement Management Plan (SCEMP)

<b>PC.6</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) To achieve the purpose, the SCEMP shall include: <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> </li> <li>(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.</li> </ul>
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## Urban and Landscape Design Management Plan (ULDMP)

<b>PC.7</b>	<ul style="list-style-type: none"> <li>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</li> <li>(b) The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> </li> <li>(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.</li> </ul>
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	<p>(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.</p> <p>(e) The ULDMP shall be prepared in general accordance with the:</p> <ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(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;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(vii) Retains mature trees and native vegetation, where practicable.</li> </ul>
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	<p>(g) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(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.</p> <p>(i) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) Tree management and planting design details including: <ul style="list-style-type: none"> <li>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.</li> <li>B. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan).</li> <li>C. Street trees, shrubs and ground cover suitable for the location;</li> <li>D. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>E. Planting of stormwater wetlands;</li> <li>F. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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;</li> <li>(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</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> <li>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul>
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Network Utilities Integration	
<b>PC.9</b>	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.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
<b>OPW.1</b>	<p>(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.</p> <p>(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).</p>
Existing Property Access	
<b>OPW.2</b>	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.
<b>Construction Conditions (CC)</b>	
General	
<b>CC.1</b>	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.
<b>CC.2</b>	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
<b>CC.3</b>	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.

<b>CC.3A</b>	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	
<b>CC.4</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(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;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(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;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> <li>(xiii) methods for amending and updating the CEMP as required;</li> <li>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</li> </ul> </li> </ul>

	<p>(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:</p> <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> <p>(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.</p> <p>(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.</p>
<b>CC.5</b>	<p>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.</p>
<b>Complaints Management Process</b>	
<b>CC.6</b>	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <p>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.</p>
<b>CC.7</b>	<p>Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.</p>
<b>Network Utility Management Plan</b>	
<b>CC.8</b>	<p>(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.</p>

	<p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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.
<b>CC.11</b>	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.
<b>CC.12</b>	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.
<b>CC.13</b>	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.
<b>CC.14</b>	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	

<b>CC.15</b>	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.
<b>CC.16</b>	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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> <li>E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</li> </ul> </li> </ul>
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.



<b>CC.19</b>	<p>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:</p> <p>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</p> <p>(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.</p>
<b>CC.20</b>	<p>Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above.</p> <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<p>(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.</p> <p>(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.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul> <p>(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).</p>

	(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.
Construction traffic management plan	
<b>CC.22</b>	<p>(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.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> </ul>

	<ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the</li> </ul> </li> </ul>

	<p>period of construction activities, and management of noise and vibration complaints;</p> <p>(viii) contact details of the Project Liaison Person;</p> <p>(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;</p> <p>(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)];</p> <p>(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;</p> <p>(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</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
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## 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 <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
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
<b>Other occupied buildings</b>			
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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;
  - 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:
- construction activity location, start and finish times;
  - the nearest neighbours to the construction activity;

	<ul style="list-style-type: none"> <li>(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;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(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.</p>
Historic Heritage Management Plan	
<b>CC.27</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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: <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>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;</li> <li>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);</li> <li>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;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul> </li> <li>(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;</li> </ul> </li> </ul>

	<p>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;</p> <p>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul> <p>(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.</p>
Pre-Construction Ecological Survey	
<b>CC.28</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</li> <li>(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.</li> </ul> <p>(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).</p>
Ecological Management Plan (EMP)	
<b>CC.29</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> <li>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;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>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);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> <p>(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):</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>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.</li> </ul> <p>(iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>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;</li> <li>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;</li> <li>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: <ul style="list-style-type: none"> <li>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</li> </ul> </li> </ul>
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	<p>demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</p> <ul style="list-style-type: none"> <li>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;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>i. Stream and/or wetland restoration plans;</li> <li>ii. Vegetation restoration plans; and</li> <li>iii. Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
Tree Management Plan	
<b>CC.30</b>	<ul style="list-style-type: none"> <li>(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).</li> <li>(b) The Tree Management Plan shall: <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i);</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> </ul> </li> </ul>

## Attachments

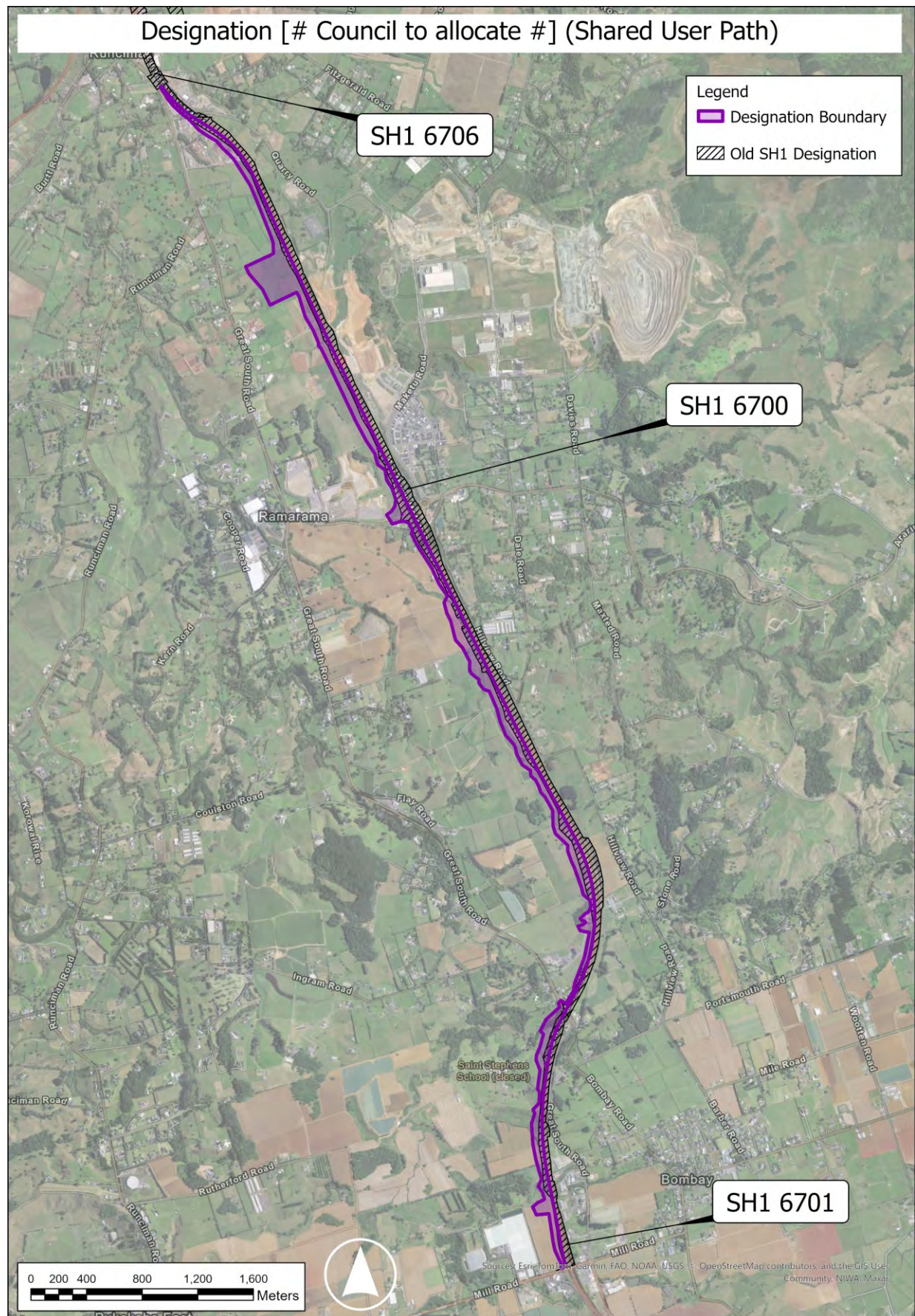
### **Schedule 1: General Accordance Plans and Information**

#### 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.





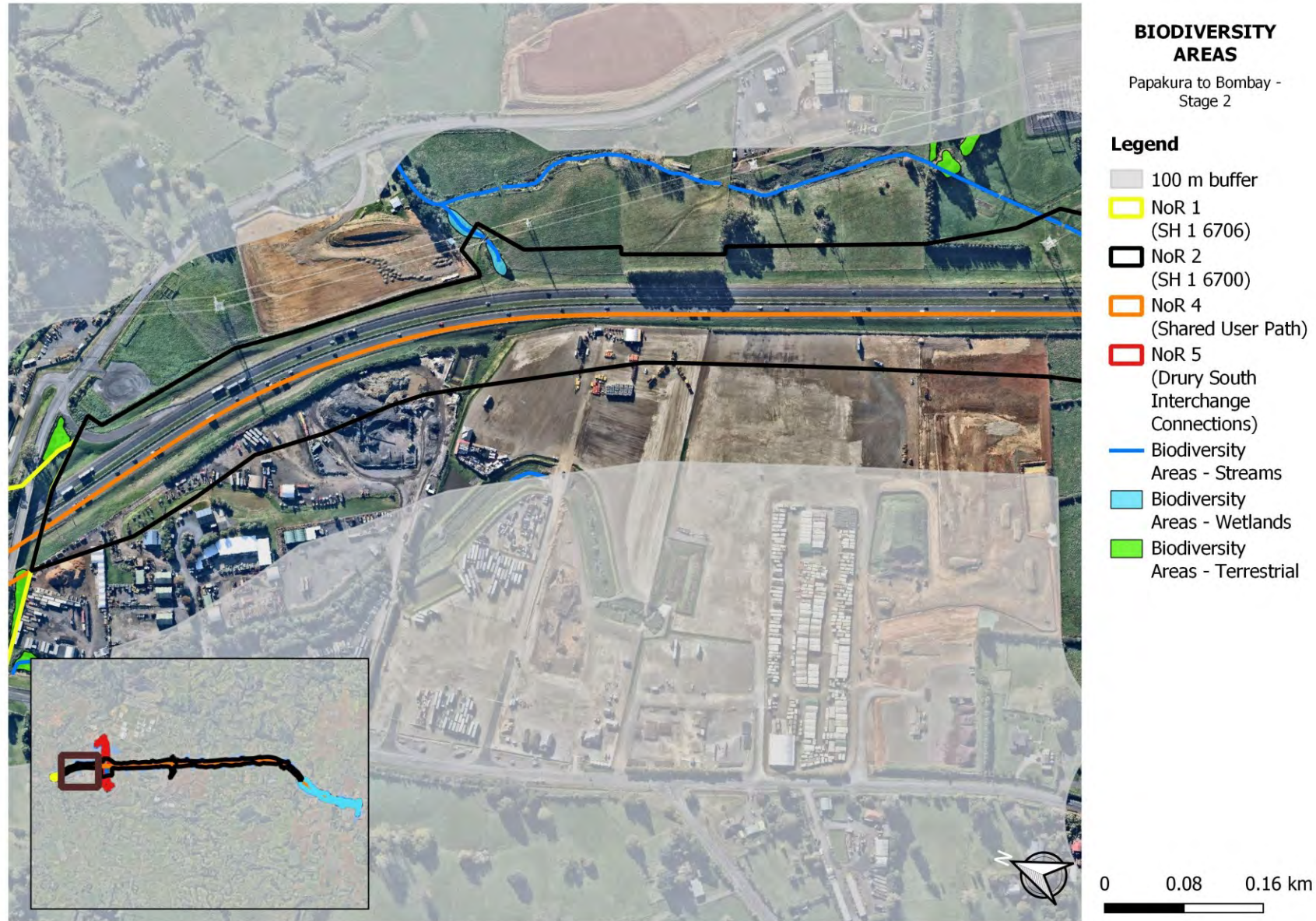


## Schedule 2: Ecology

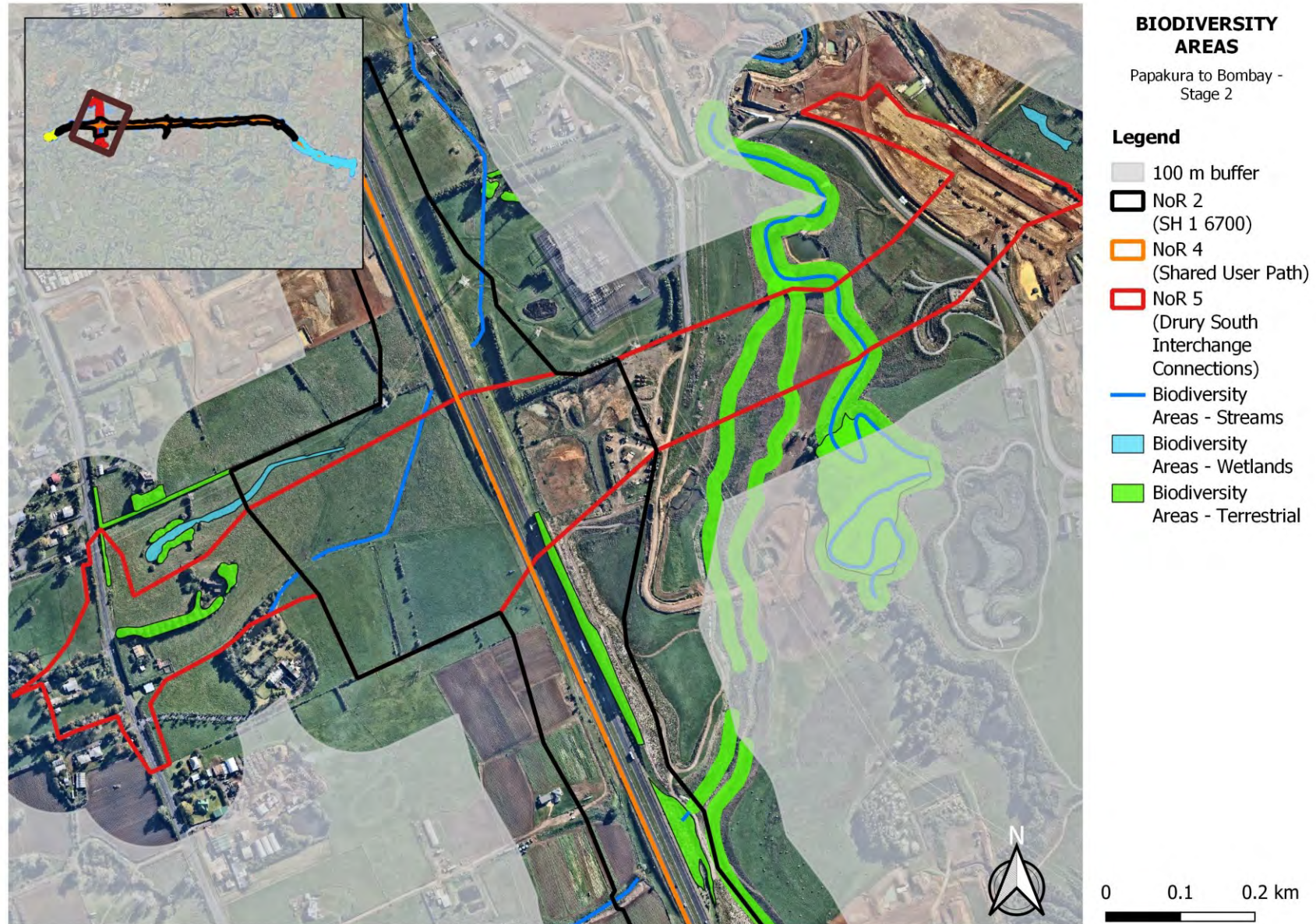
### Identified Biodiversity Areas



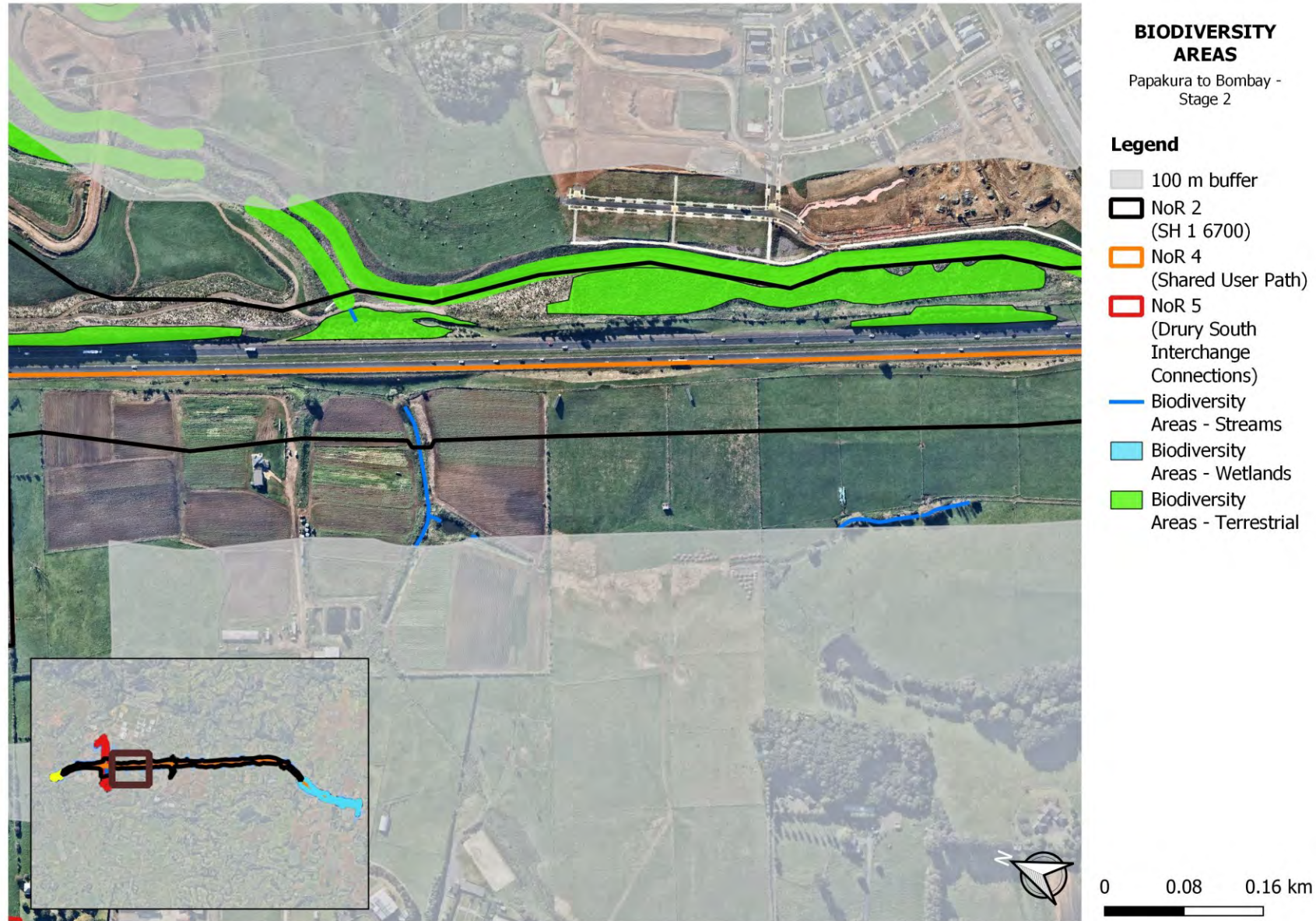
















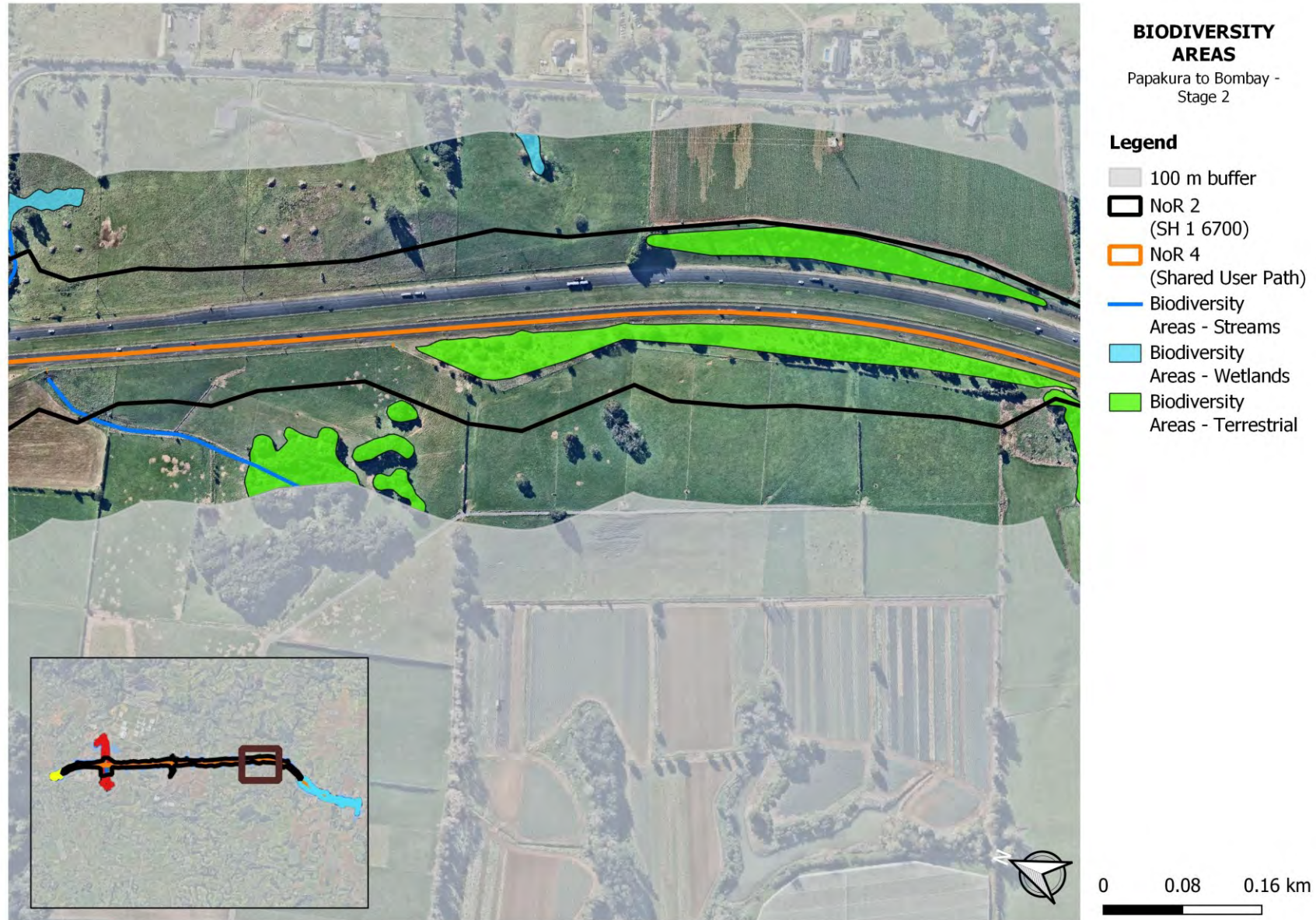








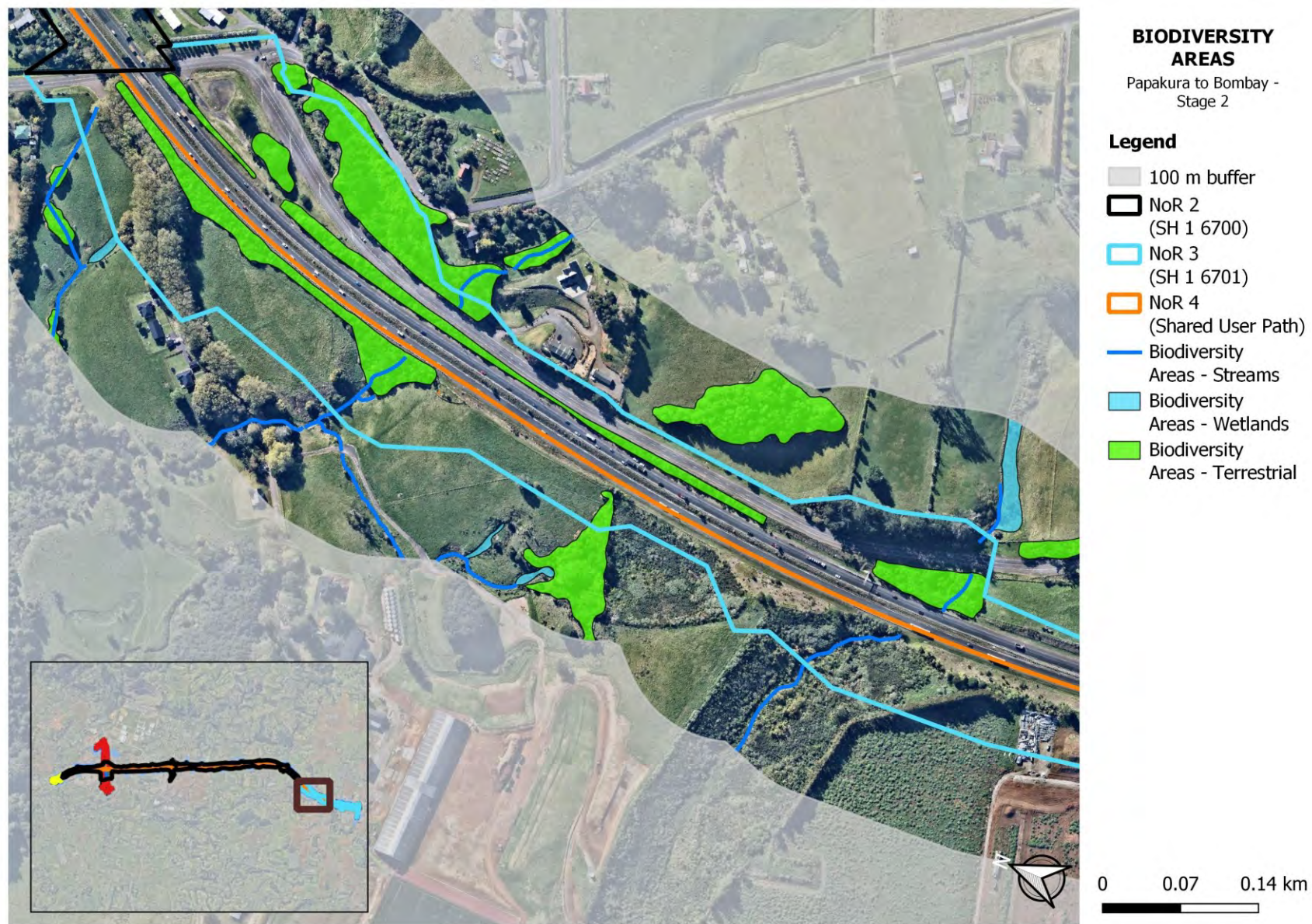














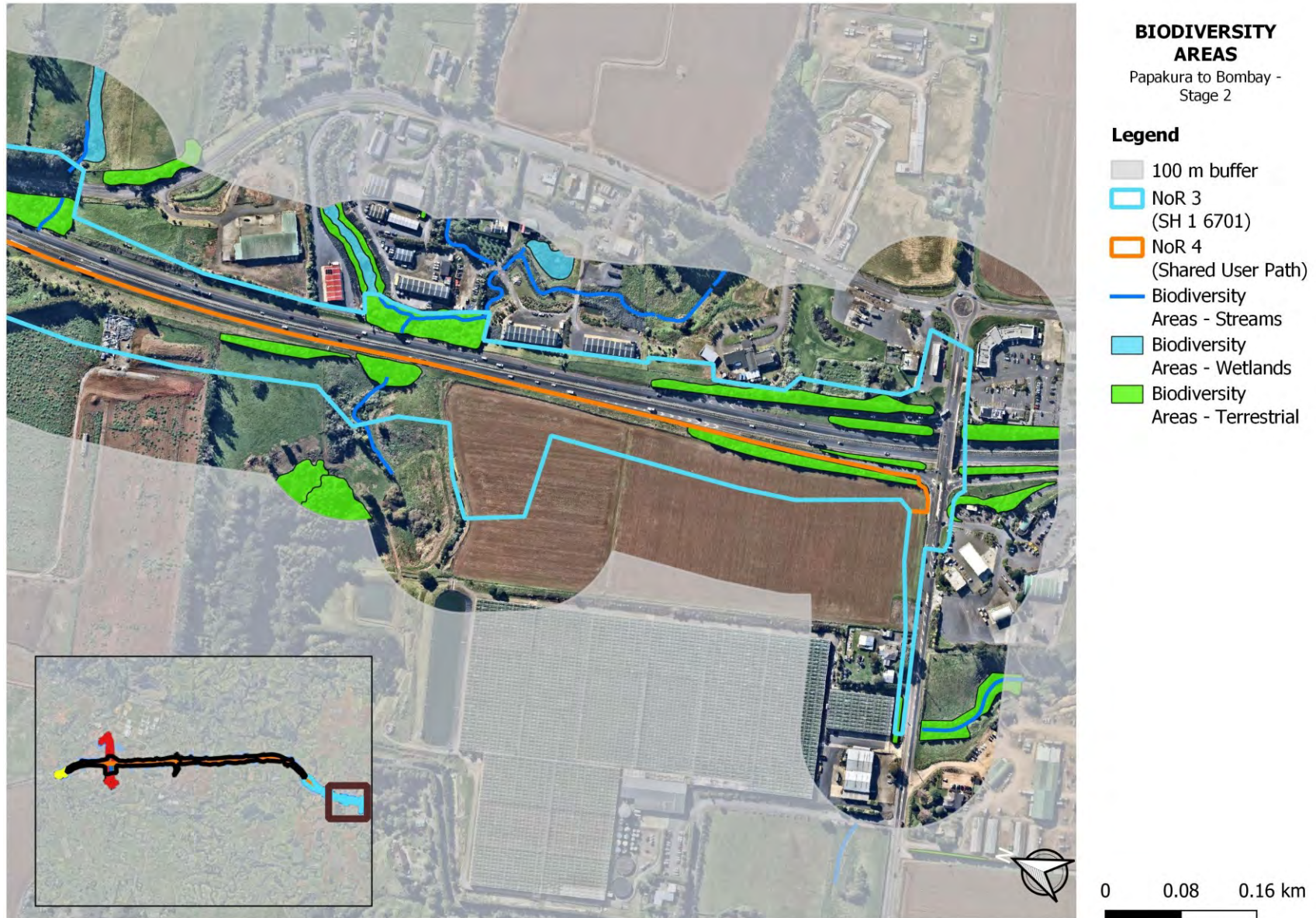


Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

**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**

<b>Status</b>	<b>Tree / Group No.</b>	<b>Vegetation Type</b>	<b>Protection</b>	<b>Location</b>	<b>Species</b>	<b>Age</b>	<b>Comments</b>
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

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
CTMP	Construction Traffic Management Plan
ELIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(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.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(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.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(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:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(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;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(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.</p>
Designation Review	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>GC.4</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
<b>GC.5</b>	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)	
<b>GC.6</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(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.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>

Ref.	Condition
<b>Pre-construction conditions (PC)</b>	
Pre-construction site meeting	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre-construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	<p>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.</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(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</li> <li>(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: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> <li>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</li> </ul>

Ref.	Condition
Management Plans	
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(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.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(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;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Great South Road;</li> <li>(b) Quarry Road,</li> <li>(c) Maketu Road, and,</li> <li>(d) Harrison Road.</li> </ul> <p>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.</p> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Stakeholder Communication and Engagement Management Plan (SCEMP)	

Ref.	Condition
<b>PC.6</b>	<p>(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.</p> <p>(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.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> <p>(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.</p>
Urban and Landscape Design Management Plan (ULDMP)	
<b>PC.7</b>	<p>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(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.</p>



Ref.	Condition
	<ul style="list-style-type: none"> <li>(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.</li> <li>(e) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> </li> <li>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project: <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(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;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul> </li> </ul>

Ref.	Condition
	<p>(vii) Retains mature trees and native vegetation, where practicable.</p> <p>(g) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(h) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p>(i) Details to demonstrate how the design of the bridge structure over the Hingaia Stream responds to its environment.</p> <p>(j) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>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;</li> <li>B. Street trees, shrubs and ground cover suitable for the location;</li> <li>C. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. Planting of stormwater wetlands;</li> <li>E. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>F. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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;</li> <li>(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</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> </ul> </li> </ul>

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.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
<b>OPW.1</b>	<p>(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.</p> <p>(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).</p>
Existing Property Access	
<b>OPW.2</b>	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.
<b>Construction Conditions (CC)</b>	
General	
<b>CC.1</b>	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.
<b>CC.2</b>	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
<b>CC.3</b>	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.
<b>CC.3A</b>	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	
<b>CC.4</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(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;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(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;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> </ul> </li> </ul>

Ref.	Condition
	<p>(xiii) methods for amending and updating the CEMP as required;</p> <p>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</p> <p>(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:</p> <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> <p>(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.</p> <p>(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.</p>
<b>CC.5</b>	<p>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.</p>
Complaints Management Process	
<b>CC.6</b>	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <p>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.</p>
<b>CC.7</b>	<p>Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.</p>



Ref.	Condition
Network Utility Management Plan	
<b>CC.8</b>	<p>(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.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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.
<b>CC.11</b>	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.
<b>CC.12</b>	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.
<b>CC.13</b>	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
<b>CC.14</b>	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	
<b>CC.15</b>	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.
<b>CC.16</b>	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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> </ul> </li> </ul>

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.
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.19</b>	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: <ul style="list-style-type: none"> <li>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</li> <li>(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.</li> </ul>
<b>CC.20</b>	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul> </li> </ul>

Ref.	Condition
	<p>(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).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
<b>CC.22</b>	<p>(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.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(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;</li> <li>(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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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: <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> </ul> </li> </ul>



Ref.	Condition
	<ul style="list-style-type: none"> <li data-bbox="416 257 1294 286">(iv) identification of receivers where noise and vibration standards apply;</li> <li data-bbox="416 309 1257 371">(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="416 394 1358 456">(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="416 479 1362 613">(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;</li> <li data-bbox="416 636 1007 665">(viii) contact details of the Project Liaison Person;</li> <li data-bbox="416 687 1374 786">(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;</li> <li data-bbox="416 808 1369 943">(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)];</li> <li data-bbox="416 965 1321 1064">(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;</li> <li data-bbox="416 1086 1374 1184">(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</li> <li data-bbox="416 1207 1086 1236">(xiii) requirements for review and update of the CNVMP.</li> </ul>

## 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 <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
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
<b>Other occupied buildings</b>			
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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;
  - 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:
- construction activity location, start and finish times;
  - the nearest neighbours to the construction activity;

	<ul style="list-style-type: none"> <li>(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;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(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.</p>
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#### Historic Heritage Management Plan

<b>CC.27</b>	<ul style="list-style-type: none"> <li>(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.</li> <li>(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: <ul style="list-style-type: none"> <li>(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: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>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;</li> <li>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);</li> <li>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;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul> </li> <li>(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</li> </ul> </li> </ul>
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	<p>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;</p> <p>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;</p> <p>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:</p> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol> <p>(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.</p>
Pre-Construction Ecological Survey	
<b>CC.28</b>	<p>(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:</p> <ol style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</li> <li>(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.</li> </ol> <p>(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).</p>
Ecological Management Plan (EMP)	
<b>CC.29</b>	<p>(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</p>



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:

	<ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>(i) Stream and/or wetland restoration plans;</li> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
<b>Operational Conditions (OC)</b>	
Low Noise Road Surface	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

## Attachments

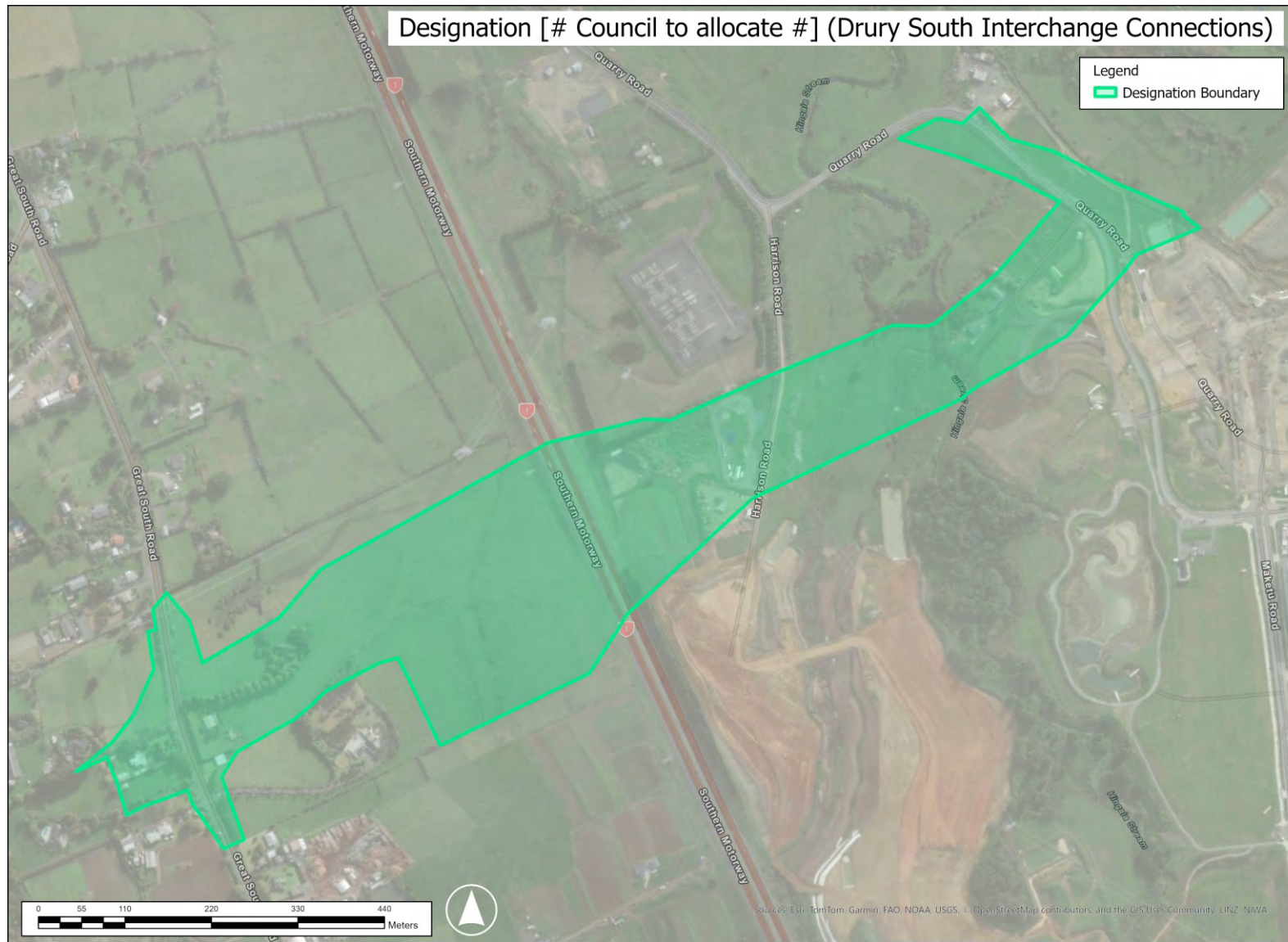
### **Schedule 1: General Accordance Plans and Information**

#### 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

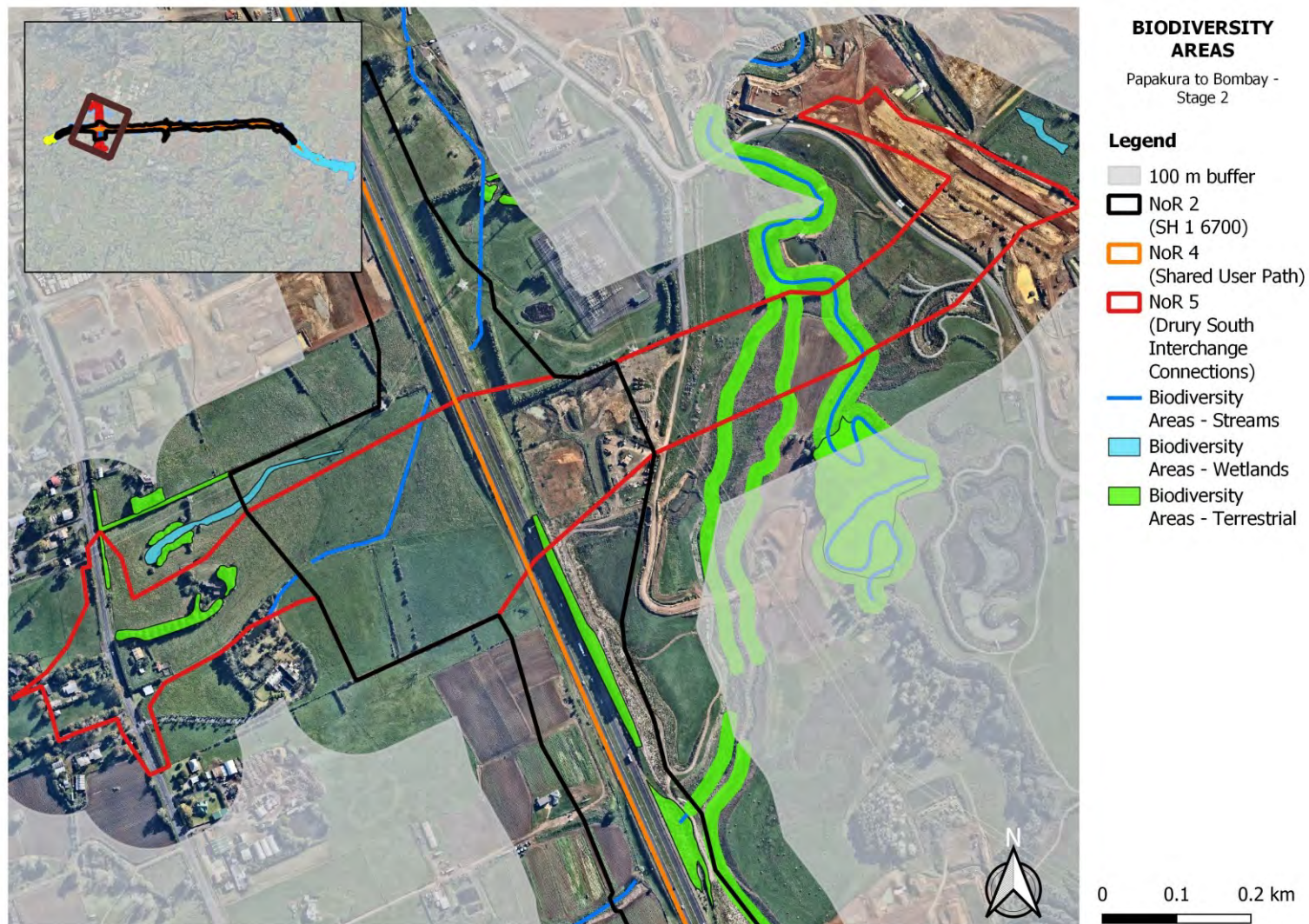




Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

**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

**Attachment 3:** A list of the names and addresses of persons to be served with a copy of this notice of appeal.

Party name	Interest	Address
New Zealand Transport Association	Requiring Authority	Evan.keating@nzta.govt.nz
Auckland Council	Territorial Authority	unitaryplan@aucklandcouncil.govt.nz
Telecommunications Submitters	Submitter	chris@incite.co.nz
Matthew John Waring	Submitter	Mattwaring01@gmail.com
S J and R E Allen	Submitter	markb@mhg.co.nz
Auckland Transport	Submitter	robbie.lee@at.govt.nz
Counties Energy Limited	Submitter	david@osbornehay.co.nz
Drury South Limited	Submitter	kirsty.dibley@russellmcveagh.com
Dutton Land Holdings Limited	Submitter	markb@mhg.co.nz
Watercare Services Limited	Submitter	Mark.Bishop@water.co.nz
Transpower New Zealand Ltd	Submitter	Andy.Eccleshall@transpower.co.nz
Haribhai Master (1975) Trust	Submitter	adevine@ellisgould.co.nz
Bone 187 Limited	Submitter	Daniel@sfhconsultants.co.nz
BP Oil New Zealand Limited	Submitter	samantha.redward@slrconsulting.com