

3 October 2024

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Dear Joe

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

Thank you for your letter dated 22 August 2024 advising of the recommendations of the Auckland Council Independent Hearing Commissioners in relation to the six Auckland Transport Notices of Requirement (NORs) that comprise part of the Pukekohe Transport Network:

- NoR 1 - Drury West Arterial;
- NoR 3 – Paerata Connections;
- NoR 4 – Pukekohe North-East Arterial;
- NoR 5 – Pukekohe South-East Arterial;
- NoR 6 – Pukekohe South-West Upgrade;
- NoR 7 – Pukekohe North-West Upgrade.

The Commissioners' recommendation was that the NORs should be **confirmed** subject to conditions.

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

Table 1 below sets out:

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

Only those recommended conditions that AT has modified are outlined in the table below (shown in **bold strikethrough** for deletions and **bold underline** for additions). All other conditions are accepted as recommended by the Hearing Commissioners.

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

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



Yours sincerely

A handwritten signature in black ink that reads 'Jane Small'.

Jane Small

Group Manager, Strategic Development Programmes & Property

Table 1: Modifications made by Auckland Transport (AT) to conditions recommended by the Hearing Commissioners for NoRs 1, 3-7

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	Abbreviations and definitions	Certification of material changes to management plans ... A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council the Manager that the material change to the management plan is certified; or ...	Amendment by AT Deletion of “Council” in clause (a) for consistency as Manager is a defined term.
All	Abbreviations and definitions	CMP Cultural Monitoring Plan	Amendment by AT Amendment to include abbreviation.
All	Abbreviations and definitions	Education facility Facilities used for education to secondary level.	Amendment by AT Amendment to improve drafting.
All	Abbreviations and definitions	Mana Whenua Mana Whenua as referred to in the conditions are considered to be but not limited to , the following (...)	Amendment by AT Amendment to clarify the intent to be inclusive.
All	Abbreviations and definitions	NIMP Network Integration Management Plan	Amendment by AT Amendment to include abbreviation.
All	Abbreviations and definitions	Stakeholder Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: ... (h) n Network u Utility e Operators.	Amendment by AT Amendment as term is defined.
All	4	Stakeholder Communication and Engagement Design ... (b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.	Amendment by AT Amendment to improve drafting and clarify that providing the record to the Council is for information purposes only i.e. it is not part of the formal s176 Outline Plan process.
All	5	Designation Review As soon as reasonably practicable following Completion of Construction or as soon as otherwise practicable: (a) 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 (b) give notice to Auckland Council the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.	Amendment by AT AT amends the post-construction designation review condition to remove reference to the six-month timeframe, and instead to be as soon as reasonably practicable. The designation review process is subject to third party actions and other factors that influence the timeframe. Amendment by AT Replace “Auckland Council” with “Manager” to improve drafting. Manager is a defined term.

All	7	<p>Network Utility Operators (Section 176 Approval)</p> <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> <p>...</p> <p>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects <u>on the work authorised by the designation</u> as the existing utility.</p>	<p>Amendment by AT</p> <p>AT amends clause (a)(iv) to clarify the nature of effects covered by this condition.</p>
All	12	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <p>...</p> <p>(iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have:</p> <p>a. been incorporated; and</p> <p>b. where not incorporated, the reasons why.</p> <p>...</p> <p><u>(c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why;</u></p> <p>(d) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and</p> <p>(e) Any material changes to the SCEMP(s) are to be submitted to the Council Manager for information.</p>	<p>Amendment by AT</p> <p>AT relocates clause (a)(iv) to clause (c) to improve the drafting and to make it clear that third party comments are not part of a management plan but may inform its content.</p> <hr/> <p>Amendment by AT</p> <p>Deletion of “Council” in clause (d) and clause (e) for consistency as Manager is a defined term.</p>
All	13	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with <u>relevant</u> Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.</p> <p>(b) To achieve the objective, the SCEMP shall include:</p> <p>(i) a list of Stakeholders;</p> <p>(ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</p> <p>(iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above;</p> <p>(ii) the contact details for the Project Liaison Person. These details shall be on the project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>(v) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>(iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</p> <p>(iv) methods and timing to engage with owners and occupiers whose access is directly affected;</p> <p>(v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) and (ii) above; and</p> <p>(vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council the Manager for information <u>a minimum of 10</u> working days prior to the Start of Construction for a Stage of Work.</p>	<p>Amendment by AT</p> <p>AT amends clause (a) to add “relevant” to the reference to “stakeholders”. The reference to “relevant” stakeholders in the conditions is required because at this stage of a project, engagement should be focussed on those Stakeholders considered relevant to the Stage of Work. The SCEMP will be prepared by a Suitably Qualified Person who will be qualified to advise on who the relevant stakeholders are that should be invited to participate in the development of the SCEMP.</p> <hr/> <p>Amendment by AT</p> <p>AT removes (b)(ii) (iii) and (v) as clauses unnecessarily duplicate the requirements of Condition 3, and the definition Project Liaison Person, and the methods of engagement are appropriately covered by clause (b)(vi) and (vii).</p> <hr/> <p>Amendment by AT</p> <p>Deletion of “Council” in clause (c) for consistency as Manager is a defined term and inclusion of a minimum time period for clarity.</p>

All	15	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant transport authorities, a Network Integration Management Plan (NIMP).</p> <p>(b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the Pukekohe, Paerata and Drury West growth areas to achieve an effective, efficient and safe land transport system. To achieve the objective, the NIMP shall include details of the:</p> <ul style="list-style-type: none"> (i) project implementation approach and any staging of the project, including both design, management and operational matters; and (ii) sequencing of the project with the planned transport network, including both design, management and operational matter and (iii) <u>how the NIMP is consistent with the ULDM</u> 	<p>Reject addition of (a) (iii).</p> <p>The proposed amendments are not necessary nor appropriate. The NIMP and ULDM have different purposes and functions. The NIMP is a transport planning management plan and sets out integration (including staging and sequencing) matters with the surrounding transport network. The ULDM sets out the design matters to achieve integration with adjacent land use – and includes design, landscape and visual considerations. In addition, the NIMP and ULDM are prepared at different times, so it is not feasible to define how the NIMP is consistent with the ULDM, as that information will not be available at the time the NIMP is prepared. The NIMP is prepared at least 6 months before detailed design and the ULDM prepared during detailed design and submitted with the Outline Plan prior to the Start of Construction.</p>
All	16	<p>Urban and Landscape Design Management Plan (ULDM)</p> <p>(a) A ULDM shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDM(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project manages potential adverse landscape and visual effects as far as practicable and contribute to a quality urban environment. and (iii) <u>minimise effects of the Project's permanent works on streams to the extent possible, including the extent of earthworks and vegetation removal.</u> <p>...</p> <p>(c) <u>Key- Relevant</u> stakeholders shall be invited to participate in the development of the ULDM at least six months prior to the start of detailed design for a Stage of Work.</p>	<p>Accepts in part (a)(iii)</p> <p>AT acknowledges the Hearings Panel's recommendation to add a new clause (a)(iii), however, does not consider this the most appropriate place. Refer to ULDM condition 17 clause (b)(i) for condition change and rationale.</p> <p>Amendment by AT</p> <p>AT replaces "key stakeholders" with "relevant stakeholders" in clause (c). The reference to "relevant" stakeholders in the conditions is required because at this stage of a project, engagement should be focused on those Stakeholders considered relevant to the Stage of Work. The ULDM will be prepared by a Suitably Qualified Person who will be best qualified to advise on who the relevant stakeholders are that should be invited to participate in the development of the ULDM. "Relevant" is a more appropriate term in this condition context.</p>
All	17	<p>[relocated]</p> <p>(a) To achieve the objective <u>set out in Condition 16</u>, the ULDM(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (<u>i.e. e.g.</u> centres and density of built form), natural environment (<u>e.g. minimise effects on streams where practicable</u>), landscape character and open space 	<p>Amendment by AT</p> <p>AT reformats the ULDM condition into three separate conditions and some clauses are relocated in the clean sets for ease of implementation. To ensure that there is a link between the three ULDM conditions, the phrase "set out in Condition 16" has been added (with updated numbering in the clean sets).</p>

		<p>zones;</p> <p>...</p> <p>(b) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Auckland Transport's Urban Roads and Streets Design Guide;</p> <p>(ii) Waka Kotahi <u>New Zealand Transport Agency</u> Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi <u>New Zealand Transport Agency</u> Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iv) Waka Kotahi <u>New Zealand Transport Agency</u> P39 Standard Specification for Highway Landscape Treatments(2013) or any subsequent updated version; and</p> <p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p>	<p>Accept in part</p> <p>The Panel recommended the addition "to minimise effects of the project's permanent works on streams to the extent possible, including the extent of earthworks and vegetation removal" in ULDMP condition 16 clause (a)(iii) (above) as an objective to the ULDMP. AT acknowledges the Panel's intent, but instead adds "minimise effects on streams where practicable" in clause 17(a)(i) of the ULDMP. This is a more appropriate place in the condition context to include the recommendation relating to streams, rather than as part of the overall objective of the ULDMP in clause 16(a).</p> <p>The addition by the Hearing Panel of "including the extent of earthworks and vegetation removal" (relating to effects on streams) is rejected by AT. This is adequately covered by "minimise effects on streams where practicable" and also clause (h)(A)(i) of the ULDMP that specifies "Where practicable, mature trees and native vegetation should be retained".</p> <p>Amendment by AT</p> <p>An administrative amendment by AT to update the names of the documents which the ULDMP is to be prepared in general accordance with, to reference the documents correctly.</p>
All	18	<p>[relocated]</p> <p>The ULDMP(s) shall include:</p> <p>...</p> <p>(iv) the location, architectural and landscape treatment of noise barriers;</p> <p>(v) landscape treatment <u>and planting</u> of permanent stormwater control wetlands and swales;</p> <p>...</p> <p>(ix) re-instatement of features <u>disturbed during construction and intended</u> to be retained <u>reinstated</u> such as:</p> <p>...</p> <p>(d) <u>The ULDMP shall also include the following planting details and maintenance requirements details:</u></p> <p>(i) planting design details including:</p> <p>...</p> <p>D. planting of stormwater wetlands to include appropriate indigenous plant species for long termsustainability, maintenance and hydrological and ecological function;</p> <p>D. <u>identification of any planting requirements under the EMP (Conditions 29) and TMP (Condition 30);</u></p>	<p>Reject addition to clause (c)(iv)</p> <p>The Panel recommended the addition of "the location" for noise barriers in clause (c)(iv) in the ULDMP. AT rejects the addition of "the location" as the location of noise barriers is defined by the traffic noise assessment under conditions 31 to 44.</p> <p>Amendments by AT</p> <p>AT adds "and planting" to be stipulated in the ULDMP for landscape treatment of permanent stormwater control wetlands and swales.</p> <p>Amendment by AT</p> <p>AT updates the wording in clause (c)(x) to improve clarity.</p> <p>Amendment by AT</p> <p>AT updates the wording in clause (d) to improve clarity.</p>

		<p>E. integration of any planting requirements required by conditions of any resource consents for the project;and</p> <p>...</p> <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>...</p> <p>Advice note:</p> <p>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</p>	<p>Reject addition to clause (d)(i)(D)</p> <p>The Panel recommended adding a provision to clause (d)(i)(D) “to include indigenous planting in stormwater wetlands to support maintenance and the hydrological and ecological function”. AT rejects this addition as AT will plant wetlands in accordance with design guidelines that are stipulated in the ULDMP condition 17 clause (b) (above) and in accordance with regional resource consent conditions as set out in ULDMP clause(d)(i)(E). Clause (d)(iii)(E) (shown in Appendix A-F) also requires the ULDMP to specify “plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species”. Therefore, AT consider the Panel's proposed addition unnecessary.</p> <p>Amendment by AT</p> <p>AT removes the reference to stormwater planting in clause (d)(i)(D).as it is covered under clause (c)(v).</p> <p>Amendment by AT</p> <p>AT deletes the word “requirements” from clause (d)(i)(E) to improve clarity as the following word in the condition is “required”, and therefore it was previously a duplication.</p> <p>Amendment by AT</p> <p>AT deleted the words “works in” from clause (d)(i) to improve clarity.</p> <p>Amendment by AT</p> <p>The AT removes the advice note regarding the front yard as this was a specific provision to address a submitter’s concern for the Drury Arterial Network (another Supporting Growth Alliance project) and is not required on this NoR.</p>
6	18	<p>[relocated]</p> <p>(b) the ULDMP shall also include the following planting and maintenance details:</p> <p>(i) planting design details including:</p> <p>A. the identification of mature trees and native vegetation that can be practicably retained identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 28) Where practicable, mature trees and native vegetation should be retained;</p> <p>...</p> <p>D. identification of any planting requirements under the EMP (Conditions);</p> <p>...</p>	<p>Amendment by AT</p> <p>AT amends clause (b)(i)(A) as NoR 6 does not include an EMP nor TMP condition. Referencing them in relation to planting design is not required.</p> <p>Amendment by AT</p> <p>AT removes clause (b)(i)(D) as NoR 6 does not include an EMP condition, therefore, there are no planting requirements under an EMP for this NoR.</p>

All		<p>Flood Hazard</p> <p>For the purpose of Condition 10:</p> <p>(a) ARI – means Average Recurrence Interval</p> <p>(a) AEP – means Annual Exceedance Probability;</p> <p>(b) Existing aAuthorised hHabitable fFloor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;</p> <p>(c) Flood pProne aArea – means potential ponding areas that may flood <u>in a 1% AEP event</u> and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. <u>Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (10)(a)(i) – (v).</u></p> <p>(d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</p> <p>(e) Pre-Project dDevelopment – means existing site condition prior to the project (including existing buildings and roadways); and</p> <p>(f) Post-Project dDevelopment – means site condition after the project has been completed (including existing and new buildings and roadways).</p>	<p>Amendment by AT</p> <p>AT removes the definition of ARI as it is not a term that is subsequently used in the flood hazard condition.</p> <p>Amendment by AT</p> <p>AT defines the term “Existing Authorised Habitable Floor” and has therefore capitalised the term in clause (b).</p> <p>Amendment by AT</p> <p>AT updates the definition to Flood Prone Area in clause (c) to clarify how a Flood Prone Area will be identified, with reference to elements of the subsequent condition. AT defines the term “Flood Prone Area” and has therefore capitalised the term in clause (c).</p> <p>Amendment by AT</p> <p>AT defines the terms Pre and Post Project Development and has therefore capitalised the term in clause (e) and (f).</p>
All	10	<p>Flood Hazard</p> <p>(a) The project shall be designed to achieve the following flood risk outcomes <u>beyond the boundary of the designation:</u></p> <p>(i) no increase in flood levels in a 1% AEP event for eExisting aAuthorised hHabitable fFloors that are already subject to flooding or have a freeboard less than 500mm;</p> <p>(ii) no increase in <u>flood levels in a 1% AEP event</u> existing authorised community, commercial, industrial and network utility building floors <u>existing at the time the Outline Plan is submitted</u> that are already subject to flooding or have a freeboard less than 300mm;</p> <p>(iii) maximum of 50mm increase in <u>flood levels</u> water level in a 1% AEP event outside and adjacent to the designation boundaries <u>between the pre Pre-Project Development and post Project Post-Project Development scenarios;</u></p> <p>(iv) no new flood prone areas; and</p> <p>(iv) no increase of fFlood hHazard CClass for the main vehicle and pedestrian access to authorised habitable dwellings existing at <u>the</u> time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 2 to these conditions.; <u>and</u></p> <p><u>(v) no new Flood Prone Areas.</u></p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the preProject <u>Pre-Project Development</u> and postProject <u>Post-Project Development</u> 1% AEP flood levels (for Maximum Probable Development land use <u>and including with allowances for</u> climate change).</p> <p>(c) Where:</p> <p>(i) Tthe <u>flood risk above</u> outcomes <u>in (a)</u> can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising eExisting aAuthorised hHabitable fFloor level and new overland flowpaths; or</p> <p>(ii) <u>the outcomes are</u> varied <u>at specific location(s)</u> through agreement with the relevant landowner, the Outline Plan shall include</p>	<p>Amendment by AT</p> <p>AT adds to clause (a) to include “beyond the boundary of the designation” to improve clarity about the application of the condition.</p> <p>Amendment by AT</p> <p>AT adds to clause (a)(ii) to include “existing at the time the Outline Plan is submitted” to improve clarity of the condition.</p> <p>Amendment by AT</p> <p>AT removes the term “water level” and inserts the term “flood levels” to improve drafting.</p> <p>Accept and amend in part</p> <p>In their recommendation, the Commissioners acknowledge the updated flood hazard condition provided in the Memorandum of Counsel - Response to Panel's Direction No 5¹ and recommended the updated Flood Hazard condition proposed by AT in this memorandum. The changes are agreed by both the Panel and AT and are not tracked in this table but are presented in the clean condition sets (Appendix A – F).</p> <p>Reject in part</p> <p>The Panel recommend the inclusion of “vehicle and pedestrian” in clause (a) (v). However, AT prefers to refer to the “main access”.</p>

		confirmation <u>shall be provided to the Manager</u> that any necessary landowner <u>agreement</u> and statutory approvals have been obtained for that <u>work alternative measure</u> or <u>alternative varied</u> outcome.	<p>Amendment by AT AT updates clause (c) to improve clarity.</p> <p>Amendment by AT (defined terms): AT have defined the terms below and therefore capitalised the terms in the flood hazard condition:</p> <ul style="list-style-type: none"> Existing Authorised Habitable floors Pre-Project Development Post-Project Development 																																												
All	20	<p>Complaints Register Process</p> <p>...</p> <p>(b) A copy of the complaints Register record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>	<p>Amendment by AT</p> <p>AT updates Complaints “Register” to “Process” to reflect the scope of the condition, and “Register” to “record” for consistency with other references in the condition to ‘record’.</p>																																												
	22	<p>Construction Traffic Management Plan (CTMP)</p> <p>...</p> <p>(c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (<u>April 2023</u>) or any subsequent version.</p>	<p>Amendment by AT</p> <p>AT amends clause (c) to specify which New Zealand Guide to Temporary Traffic Management version is to be used for the purpose of the condition.</p>																																												
	23	<p>Construction Noise Standards</p> <p>...</p> <p>Table 23-1: Construction Noise Standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="3">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	<p>Amendment by AT</p> <p>AT amends the 55dB reference on Saturday 06:30 – 07:30 to 45dB to correct an error.</p>
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All	27	<p>Historic Heritage Management Plan (HHMP)</p> <p>...</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p>	<p>Amendment by AT</p> <p>AT deletes clause (c) because:</p> <ul style="list-style-type: none"> The actions to avoid, remedy and mitigate adverse effects on historic heritage are set out in the HHMP inclusions in 21(b). The HHMP will be submitted through the Outline Plan process. Monitoring and reporting actions are inherent in 21(b); it is not necessary to then condition a subsequent administrative process. This deletion is consistent with other management plan conditions (e.g. TMP, CNVMP, EMP) which also include monitoring and reporting actions but do not condition a subsequent administrative process. 															
1, 3, 4, 5 and 7	28	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by:</p> <p>...</p> <p>(ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value (prior to implementation of impact management measures). with theThe level of effect to shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 4 to these conditions (or subsequent updated version of the table).</p> <p>(b) If the ecological survey confirms the presence of ecological species features of value in accordance with Condition 28(a)(i) and that effects are likely in accordance with Condition 28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 29 for these areas (Confirmed Biodiversity Areas).</p>	<p>Amendment by AT</p> <p>AT amends clause (a)(ii) to acknowledge that Table 10 may be updated in future versions of the Guidelines and if the threshold for mitigation changes, there will be a requirement to provide mitigation in accordance with those updates.</p> <p>Amendment by AT</p> <p>AT amends (b) to use wording consistent with the clause it refers to.</p>															
5	30	<p>Tree Management Plan (TMP)</p> <p>...</p> <p>(b) To achieve the objective, the TMP shall:</p> <p>...</p> <p>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with any relevant conditions of any resource consents granted for the project in relation to managing construction effects on trees.</p>	<p>Amendment by AT</p> <p>AT amends (b)(iii) to improve clarity.</p>															

All	29	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(b) To achieve this objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</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>	<p>Amendment by AT</p> <p>AT includes an additional clause (f) to require comments received from the Network Utility Operator to be considered when finalising the NUMP.</p> <hr/> <p>Amendment by AT</p> <p>AT adds to clause (g) to require amendments to the NUMP related to the assets of a Network Utility Operator to be prepared in consultation with that asset owner.</p>																		
1, 3, 4, 5, 7	33	<p>Future Resurfacing Work</p> <p>(a) Any future resurfacing works of the project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 <u>or any updated version</u> and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <p>...</p> <p>(c) The requirements of this condition shall not supersede the requirements of Condition 43.</p>	<p>Amendment by AT</p> <p>AT amends clause (a) to acknowledge that the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 may be updated in future versions of the Guidelines and if the threshold for mitigation changes, there will be a requirement to provide mitigation in accordance with those updates.</p> <hr/> <p>Reject</p> <p>The Panel recommend clause (c). AT reject the addition as AT considers the existing wording of the conditions 31 to 44 sufficiently covers how traffic noise is assessed, and mitigation implemented.</p>																		
1, 3, 4, 5, 7	38	<p>The Detailed Mitigation Options shall be implemented prior to eCompletion of eConstruction of the project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of eCompletion of eConstruction.</p>	<p>Amendment by AT</p> <p>The term Completion of Construction is defined and AT therefore has capitalised the terms.</p>																		
1, 3, 4, 5, 7	Schedule	<p>Table 10 of the 2018 EIANZ Guidelines</p> <p>Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))</p> <table border="1" data-bbox="549 1648 1656 1862"> <thead> <tr> <th><u>Ecological Value</u> →</th> <th><u>Very high</u></th> <th><u>High</u></th> <th><u>Moderate</u></th> <th><u>Low</u></th> <th><u>Negligible</u></th> </tr> </thead> <tbody> <tr> <td><u>Magnitude</u> ↓</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><u>Very high</u></td> <td><u>Very high</u></td> <td><u>Very high</u></td> <td><u>High</u></td> <td><u>Moderate</u></td> <td><u>Low</u></td> </tr> </tbody> </table>	<u>Ecological Value</u> →	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Negligible</u>	<u>Magnitude</u> ↓						<u>Very high</u>	<u>Very high</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<p>Amendment by AT</p> <p>AT includes the schedule to align with updates to the Pre-Construction Ecological Survey.</p>
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		<u>Moderate</u>	<u>High</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Very low</u>		
		<u>Low</u>	<u>Moderate</u>	<u>Low</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>		
		<u>Negligible</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>		
		<u>Positive</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>		



Appendix A – Auckland Transport’s Modifications to NoR 1 - Drury West Arterial conditions (clean)



Appendix B – Auckland Transport’s Modifications to NoR 3 - Paerata Connections conditions (clean)



Appendix C – Auckland Transport’s Modifications to NoR 4 - Pukekohe North East Arterial conditions (clean)



Appendix D – Auckland Transport’s Modifications to NoR 5 - Pukekohe South East Arterial conditions (clean)



Appendix E – Auckland Transport’s Modifications to NoR 6 - Pukekohe South West Upgrade conditions (clean)



Appendix F – Auckland Transport’s Modifications to NoR 7 - Pukekohe North West Arterial conditions (clean)