TO	Kath Coombes, Acting Manager – Planning Regional, North, West, and Islands
FROM	Alison Pye, Senior Policy Planner – Regional, North, West, and Islands
DATE	5 May 2025
SUBJECT	**Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)**

I request an update to the AUP as outlined below:

Reason for update	Designation confirmed
Chapter(s)	Chapter K Designations Auckland Transport AUP(OIP) GIS Viewer
Designation only	
Designation # 1495	**Woodcocks Road – West Upgrade (Auckland Transport)**
Locations:	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
Purpose	The construction, operation and maintenance of an arterial transport corridor.
Changes to text (shown in underline and strikethrough)	***New Designation text in Aucland Transport schedule and designation*** ***Refer :*** ***Attachment A*** *Environment Court Decision* ***Attachment B –*** *Updated Auckland Transport North West schedule and new Designation 1495 Woodcocks Road – West Upgrade*
Changes to diagrams	N/A
Changes to spatial data	Update the GIS Viewer as set out below: • Modification Layer (to be removed) ~~***Modification***~~ ~~***Notice of Requirement 2:***~~ ~~**Woodscocks Road – West Upgrade (WW NOR2)**~~ • Designation Layer (to be added) **Woodscocks Road – West Upgrade (Auckland Transport)** **Refer Attachment A -** Environment Court Decision

Attachments	**Attachment A –** Environment Court Decision ***Decision [2025] NZEnvC 174.*** ***IN THE MATTER OF appeals under s 174 of the Resource Management Act 1991*** ***BETWEEN J WYNYARD (ENV-2024-AKL-177)*** ***(ENV-2024-AKL-178) Appellant*** **AND AUCKLAND TRANSPORT** **Respondent** **Attachment B –** Auckland Transport Designation Schedule North West and Designation 1495 Woodcocks Road – West Upgrade (Strikethrough/Underline) **Attachment C –** Auckland Transport Designation Schedule North West and Designation 1495 Woodcocks Road – West Upgrade (Clean text) **Attachment D –** Updated AUP(OIP) GIS Viewer

Maps prepared by: Aching Konyak Geospatial Specialist	**Text Entered by:** Sarah El Karamany Planning Technician
Signature:	**Signature:**
prepared by: Alison Pye Senior Policy Planner – Regional, North, West, and Islands	**Reviewed by:** Peter Vari Team Leader – Regional, North, West, and Islands
Signature:	**Signature:** PVari
Authorised by: Kath Coombes Acting Manager Planning – Regional, North, West, and Islands	
Signature:	

Attachment A – Environment Court Decision

IN THE ENVIRONMENT COURT
AT AUCKLAND

I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKAURAU

Decision [2025] NZEnvC 174

IN THE MATTER OF	appeals under s 174 of the Resource Management Act 1991
BETWEEN	J WYNYARD
	(ENV-2024-AKL-177)
	(ENV-2024-AKL-178)
	Appellant
AND	AUCKLAND TRANSPORT
	Respondent

Court:	Environment Judge J A Smith sitting alone under s 279 of the Act
Last case event:	27 May 2025
Date of Decision:	3 June 2025
Date of Issue:	3 June 2025

CONSENT DETERMINATION

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

(1) The proposed designation boundary of Notice of Requirement 8: Wider Western Link – North (WW NoR 8) is amended as set out in **Appendix A** to this Consent Determination;

(2) The conditions of Notices of Requirement 2: Woodcocks Road – West Upgrade (WW NoR 2) and WW NoR 8 is amended as set out in

Appendix B (additions underlined and deletions ~~struck out~~) to this Consent Determination;

(3) WW NoRs 2 and 8 are confirmed; and

(4) The appeals by Mr Wynyard (ENV-2024-AKL-000177 and ENV-2024-AKL-000178) are otherwise dismissed.

B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] Mr John Wynyard filed appeals against Auckland Transport's (**AT**) decision dated 24 June 2024 on the Warkworth Transport Project (the **Project**) in relation to the following Notices of Requirement (**NoR**):

(a) WW NoR 2: Woodcocks Road – West Upgrade; and

(b) WW NoR 8: Wider Western Link – North.

Background

[2] AT is responsible for the designation, funding, construction and operation of the Project, which includes the upgrades to the existing Woodcocks Road corridor and the construction and operation of a new urban arterial corridor with active mode facilities between Woodcocks Road and the Mahurangi River.

[3] AT lodged eight NoRs on 12 May 2023 that were publicly notified by Auckland Council on 9 June 2023. The NoRs were heard by Independent Hearing Commissioners between 13 November 2023 and 22 November 2023.

[4] Mr Wynyard made submissions on WW NoRs 2 and 8. Mr Wynyard is the owner of the land legally described as Lot 4 DP 473567 (the **Land**), Lot 1 DP 437211 and Lot 2 Deposited Plan 473567. The Land is currently used for farming purposes

and is zoned as Future Urban Zone with the intention that it will be rezoned and used for heavy industrial activity in the future.

[5] On 10 May 2024, the Independent Hearing Commissioners issued a report recommending confirmation of the NoRs, subject to amendments to the proposed conditions. AT's Decision was issued to Auckland Council on 24 June 2024 and was notified by Auckland Council on 12 July 2024. On 5 November 2024, AT issued an erratum to amend AT's Decision on the NoRs to correct minor errors within the condition sets.

Appeals

[6] On 31 July 2024, Mr Wynyard filed two appeals against AT's Decision in relation to WW NoRs 2 and 8 of the Project. Mr Wynyard appealed AT's Decision in its entirety, opposing the extent of the designations and proposing a more westerly WW NoR 8 alignment to reduce the land required by AT.

[7] The following parties joined Mr Wynyard's appeals as section 274 parties:

(a) The Wynyard Family (WW NoRs 2 and 8);

(b) New Zealand Transport Agency Waka Kotahi (**NZTA**) (WW NoR 8); and

(c) KA Waimanawa Limited Partnership, Stepping Towards Far Limited and William and Christine Endean (WW NoR 8).

Agreement reached

[8] AT and counsel for Mr Wynyard have attended multiple meetings and two Court-assisted mediations on 27 February 2025 and 26 March 2025 to discuss the matters raised in the Appeals. As a result of these meetings, Court-assisted mediations, and ongoing discussions, AT and Mr Wynard have agreed to the following:

(a) Changes to the WW NoR 8 proposed designation boundary;

(b) Amendment to WW NoR 8 Condition 14 Network Integration Management Plan (**NIMP**);

(c) A new Condition 14A in the WW NoR 8 condition set; and

(d) Amendment to WW NoRs 2 and 8 Condition 21 Construction Traffic Management Plan (**CTMP**).

[9] The section 274 parties to the WW NoR 2 (ENV-2024-AKL-000177) and WW NoR 8 (ENV-2024-AKL-000178) appeals agree to the above amendments to the WW NoR 8 proposed designation boundary and WW NoRs 2 and 8 conditions.

Amendment to the WW NoR 8 proposed designation boundary

[10] AT and Mr Wynyard have agreed to amend the proposed designation boundary to reduce the extent of impacts on the Land and to enable flexibility in the design of the alignment in the future. The revised designation boundary as agreed between the Parties is attached at **Appendix A.**

[11] The extension of the proposed designation boundary to the west encroaches onto Crown owned land and overlaps existing designations 6769 and 6779, all of which NZTA is responsible for. NZTA agrees with the proposed amendment to AT's proposed designation boundary.

Amendments to the WW NoRs 2 and 8 conditions

[12] The agreed amendments to the WW NoR 8 conditions will:

(a) Require that the status of a potential Warkworth southern interchange, other planned or existing interchanges in the vicinity of the Project, and any implications for the Wider Western Link, are identified in the Network Integration Management Plan (**NIMP**) for the Project. The purpose of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system; and

(b) Include a new site-specific condition that applies to the Land to provide for future engagement with the owner of the Land and require the Requiring Authority to consider a list of matters in detailed design, including the status of elements of the transport network, land use

integration, and opportunities to minimise the extent of the designation to facilitate efficient urban development of the Land.

[13] All parties agree that WW NoR 8 will be subject to the following amended Conditions (additions underlined):

14. Network Integration Management Plan (NIMP)

(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 road controlling authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system.

(b) To achieve the objective, the NIMP shall include details of the:

(i) project implementation approach and any staging of the Project, including both design, management and operational matters;

(ii) sequencing of the Project with the planned transport network, including both design, management and operational matters; and

(iii) status of a potential Warkworth southern interchange, other planned or existing interchanges in the vicinity of the Project, and any implications for the Wider Western Link.

14A. Development of Lot 4 Deposited Plan 473567 (Record of Title 647898)

(a) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Landowner or Developer of Lot 4 Deposited Plan 473567 (Record of Title 647898) (the Land) for the purpose of considering information from the Landowner or Developer regarding master planning, efficient urban development of the Land, or land development details that could assist with land use integration, including potential alterations to the designation to alter its alignment or minimise its extent pursuant to s 181 RMA.

(b) As part of the development of the ULDMP, the Requiring Authority shall consider:

(i) the outcomes of the NIMP;

(ii) the status of a potential Warkworth southern interchange;

(iii) the interface with NZTA designations 6769 and 6779;

(iv) how the Project will integrate with the surrounding urban context in a manner that supports efficient urban outcomes;

(v) opportunities to minimise the extent of the designation to facilitate

efficient urban development of the Land; and

(vi) the implications of (i)–(v) on the detailed design of the Project to achieve the objective of the ULDMP.

[14] All parties also agree to the correction of a cross-referencing error identified in Condition 21 of both WW NoRs 2 and 8 (additions underlined and deletions ~~struck out~~):

21. Construction Traffic Management Plan

(a) CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.

(b) To achieve this objective, the CTMP shall include:

(i) methods to manage the effects of temporary traffic management activities on traffic;

(ii) measures to ensure the safety of all transport users;

(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;

(iv) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists;

(v) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP;

(vi) 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;

(vii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);

(viii) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and

(ix) details of any measures proposed to be implemented in the event of thresholds identified in ~~(d) below~~ (viii) being exceeded.

(c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version;

(d) Particular consideration is to be given to the Hill Street intersection (being the intersection of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place.

Consideration

[15] The Court has now read and considered the consent memorandum of the parties dated 26 May 2025.

[16] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits. The Court understands for present purposes that:

(a) All parties to the proceedings have executed the memorandum requesting this order; and

(b) All parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

[17] I acknowledge that the changes to the WW NoR 8 designation boundary will reduce the impact on Mr Wynyard's land, while allowing for flexibility of alignment in the future. The changes to the conditions ensure an integrated approach to transport across the network, and ensure consultation is undertaken with the landowner/developer.

Orders

[18] Therefore, the Court orders, by consent, that:

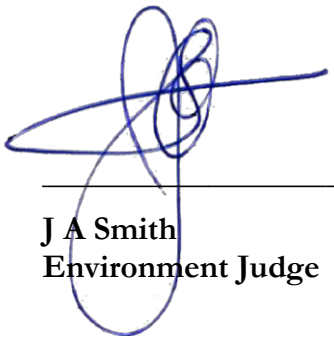
(a) The proposed designation boundary of Notice of Requirement 8: Wider Western Link – North (WW NoR 8) is amended as set out in **Appendix A** to this Consent Determination;

(b) The conditions of Notices of Requirement 2: Woodcocks Road – West Upgrade (WW NoR 2) and WW NoR 8 is amended as set out in **Appendix B** (additions underlined and deletions ~~struck out~~) to this Consent Determination;

(c) WW NoRs 2 and 8 is confirmed; and

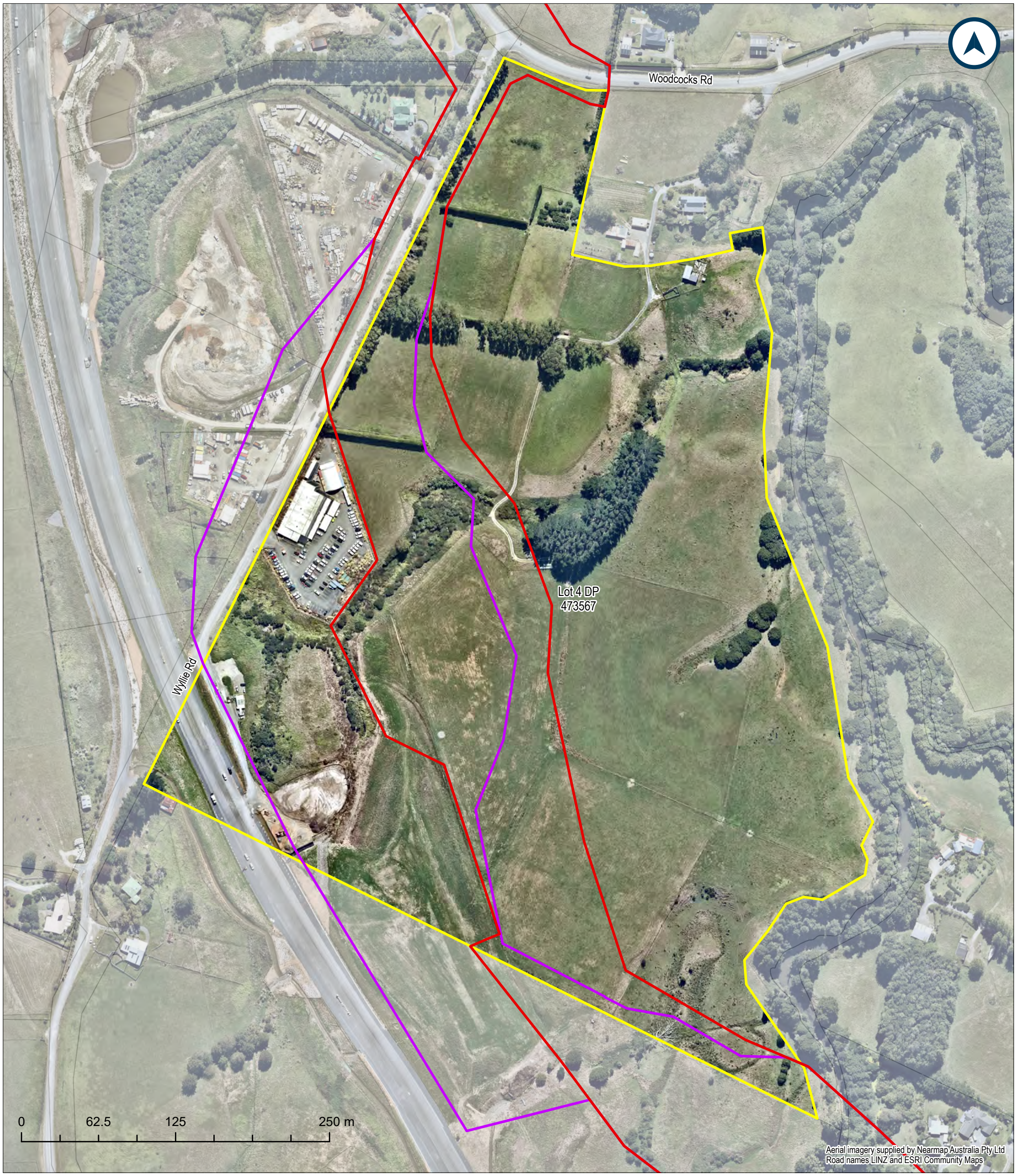
(d) The appeals by Mr Wynyard (ENV-2024-AKL-000177 and ENV-2024-AKL-000178) are otherwise dismissed.

[19] Under section 285 of the Resource Management Act 1991, there is no order as to costs.



J A Smith
Environment Judge | Kaiwhakawā o te Kōti Taiao

Appendix A: Changes to WW NoR 8 Proposed Designation Boundary



Path: P:\381\3810934\TGI\01 Map\06 ArcGIS Pro\01 Warkworth\SGA_WW_PropertyPlansV2.aprx Name: SGA-Engage-WW-008-45Wylie&17WoodcocksRd

LEGEND

- Your Property Boundary
- Proposed designation boundary as lodged
- Updated designation boundary

Owner ID:100598
Title No: 647898
Lot 4 DP 473567, Woodcocks Road

Wider Western link

Date : 13/05/2025

NOTES
1. Property Boundary data derived from Land Information New Zealand
2. This map shows the area of land that may be affected by the route
3. This plan may not include all the land in your ownership over a wider area

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document. Scale may be incorrect when printed.

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Appendix B: Updated WW NoR 2 and 8 Conditions

[# Council to allocate #] Woodcocks Road – West Upgrade

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

The construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes: • schools and outdoor education facilities; and · • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: • care centres; and • tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting); (i) earthworks associated with enabling works
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Ngāti Manuhiri (b) Ngāti Maru (c) Ngāti Tamatera (d) Ngāti Whanaunga

	(e) Te Ākitai Waiohua (f) Ngai Tai Ki Tamaki (g) Ngāti Whātua o Kaipara (h) Ngāti Paoa Trust Board (i) Te Kawerau a Maki (j) Te Runanga o Ngāti Whātua (k) Te Patu Kirikiri (l) Ngāti Paoa Iwi Trust. **Note:** other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: *Acoustics – Road-traffic noise – New and altered roads*
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

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

3.	**Land use Integration Process** (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. (ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii) (iii) the timing of any designation review under Condition 5 or in response to information received through Condition 3(b)(ii) (iv) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (v) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where

	such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
4.	**Stakeholder Communication and Engagement** (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
5.	**Designation Review** (a) As soon as reasonably practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	**Lapse** In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
7.	**Network Utility Operators and Auckland Council (Section 176 Approval)** (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	

8.	**Outline Plan** (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Integration Management Plan; (viii) Network Utilities Management Plan; and (ix) Tree Management Plan
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).

9.	**Flood Hazard** (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios. (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 2 to these conditions. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	**Existing property access** Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner.

11.	**Management Plans** (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.

12.	**Stakeholder Communication and Engagement Management Plan (SCEMP)** (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.

13.	**Cultural Advisory Report** (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 15 - 17), HHMP (Condition 26) and the CMP (Condition 20). (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 13(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
14.	**Network Integration Management Plan (NIMP)** (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 road controlling authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system. (b) To achieve the objective, the NIMP shall include details of the: (i) project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) sequencing of the Project with the planned transport network, including both design, management and operational matters.

15.	**Urban and Landscape Design Management Plan (ULDMP)** (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 13 may be reflected in the ULDMP (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.
16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport’s Urban Roads and Streets Design Guide; (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features B. driveways; C. accessways; and D. fences (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and EMP. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, D. Riparian margins and open space zones; E. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction);

	D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Construction Conditions	
18.	**Construction Environmental Management Plan (CEMP)** (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	**Complaints Register** (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	**Cultural Monitoring Plan (CMP)** (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. **Advice note:** Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

21.	**Construction Traffic Management Plan (CTMP)** (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (v) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vi) 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; (vii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (viii) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (ix) details of any measures proposed to be implemented in the event of thresholds identified in **~~(d) below~~ (viii)** being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version; (d) Particular consideration is to be given to the Hill Street intersection (being the intersection of Old State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place.

22. **Construction Noise Standards**

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

Table 22-1 Construction Noise Standards

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

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

23. **Construction Vibration Standards**

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

Table 23-1 Construction Vibration Standards

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

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

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

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

24.	**Construction Noise and Vibration Management Plan (CNVMP)** (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.

25.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

26.	**Historic Heritage Management Plan (HHMP)** (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 13 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of

	Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 13). **Advice note:** Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP
27.	**Pre-Construction Ecological Survey** (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 4 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).

28.	**Ecological Management Plan (EMP)** (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for 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. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise, 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 (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include: a. identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding; b. details of measures to manage the effects of light spill on bat connectivity as far as practicable. E. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(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; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and C. where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and D. details of grass maintenance if Pipit are present. (iii) If an EMP is required in accordance with Condition 27(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 50m of any construction area (including laydown areas). Measures could include:

a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;

b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction Works within the 20m nesting buffer areas should 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 and Experienced Person;

c. minimising the disturbance from the works if Construction Works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;

d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and

e. minimising light spill from construction areas into Wetlands.

E. Details on any mitigation required to address any potential operational disturbance.

(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

(i) Stream and/or wetland restoration plans;
(ii) Vegetation restoration plans; and
(iii) Fauna management plans (e.g. bats, avifauna).

29.	**Tree Management Plan (TMP)** (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 5. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 5 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 5. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees. (c) Where replacement planting of any tree listed in Schedule 5 is required under (b)(ii)(a) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m^2) for Group of Trees.
30.	**Network Utility Management Plan (NUMP)** (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum; (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Operational conditions	

31.	**Low Noise Road Surface** (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
32.	**Future Resurfacing Work** (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 32(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 33 to Condition 44: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 6: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 6: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 31; and (k) Structural Mitigation – has the same meaning as in NZS 6806.

33.	The Noise Criteria Categories identified in Schedule 6: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 6: Identified PPFs Noise Criteria Categories For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 6: PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces (‘Category C Buildings’).
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority’s letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.

40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 39, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 40, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 40 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

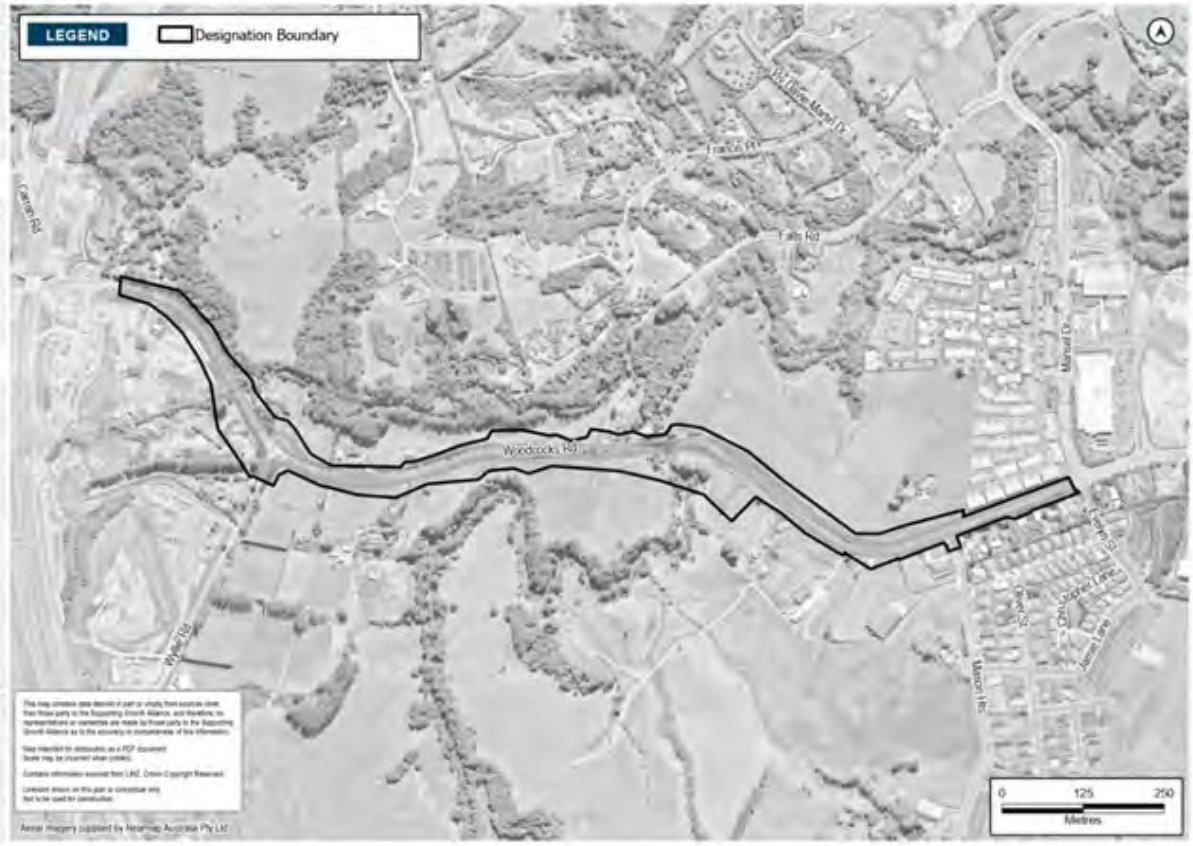
Attachments

Schedule 1: General Accordance Plans and Information

Project Description
The proposed work is the construction, operation, and maintenance of an upgrade to the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east to an urban arterial with active mode facilities. The proposed work is shown in the following Concept Plan and includes:

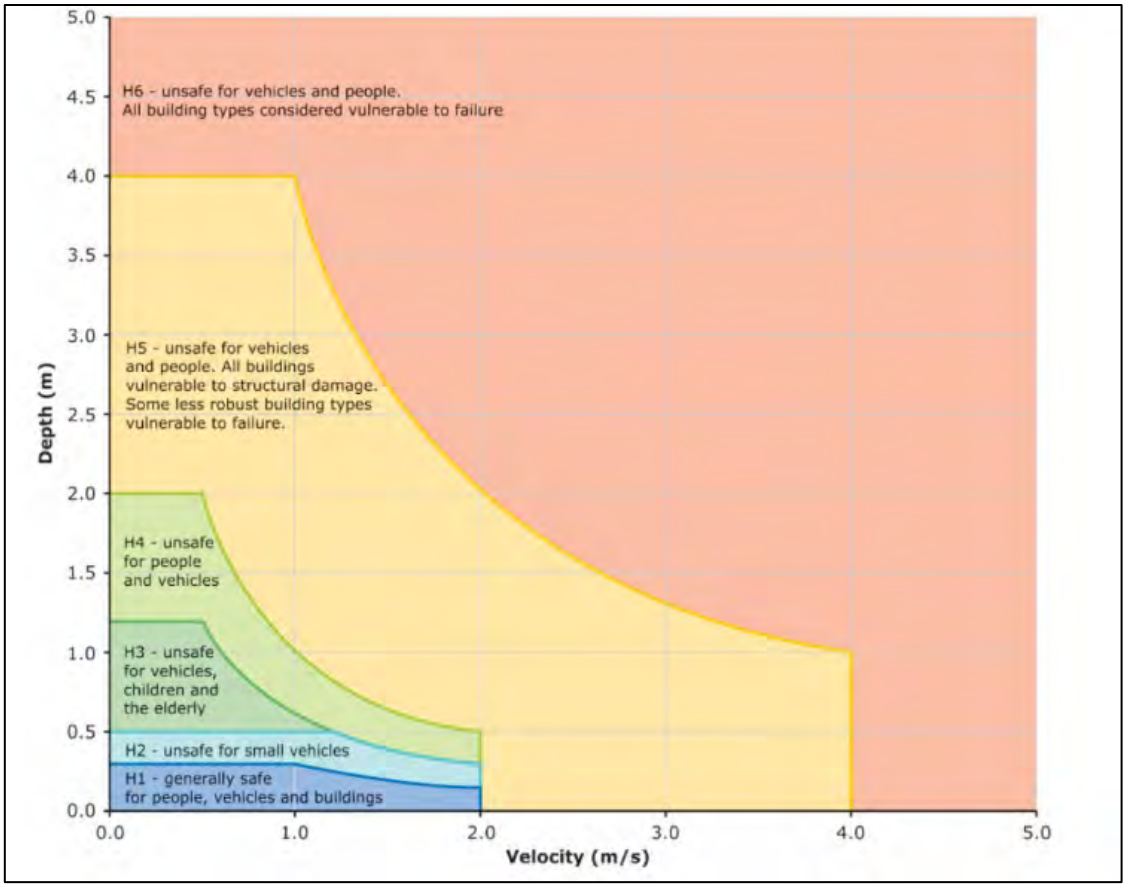
- Upgrading the corridor to an urban arterial with walking and cycling facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

Concept Plan



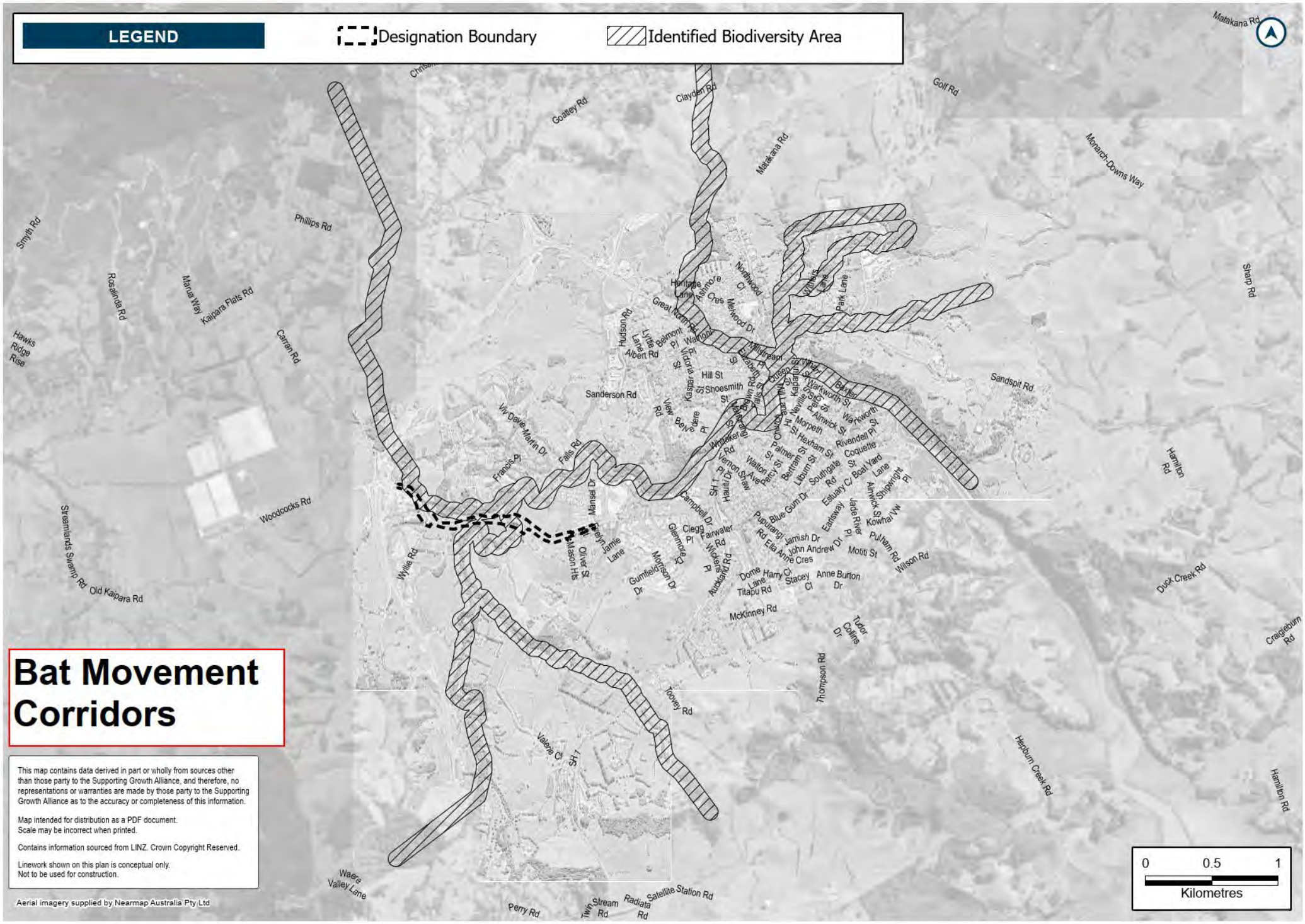
Schedule 2: Flood Hazard Class

The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds.
The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate.



Source: Australian Rainfall and Runoff, Book 6, 2019

Schedule 3: Identified Biodiversity Areas



Bat Movement Corridors

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Aerial imagery supplied by Nearmap Australia Pty Ltd

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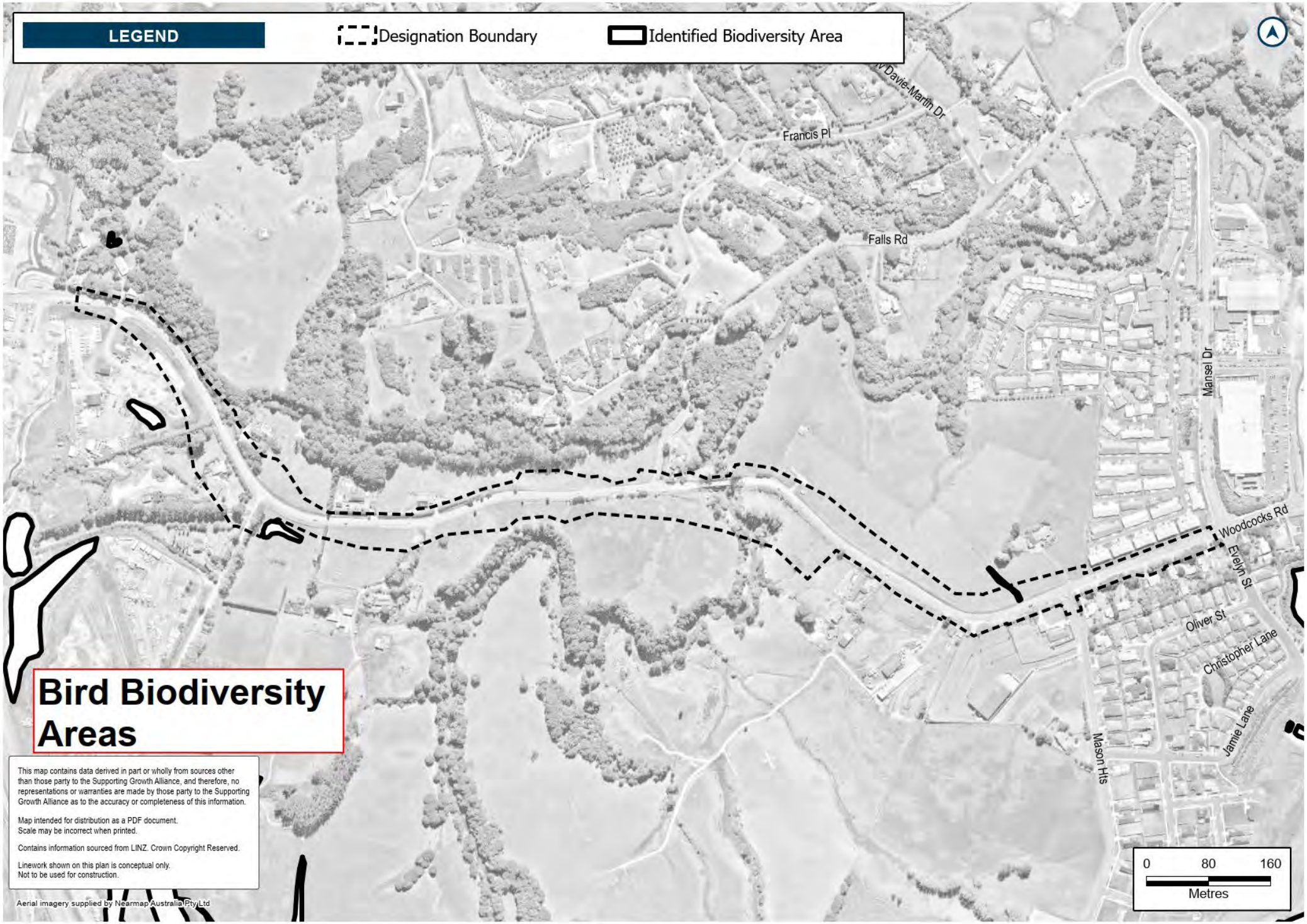

Bird Biodiversity Areas

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Schedule 4: Table 10 of the 2018 EIANZ Guidelines

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 5: Trees

Tree No.	Vegetation Type	Protection	Species	Age
201	Group of Trees	Road Reserve	Totara and Poplar, mixed shrubs	Semi-mature
202	Group of Trees	Road Reserve	Exotic and native shrubs / hedge / small Totara	Young-semi-mature

Name of Map: SGA-GH-Wa-024-Arboriculture

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LEGEND

- Tree/Group of Trees

NoR 2

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Schedule 6: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
372 Woodcocks Road	Altered Road	Category A
371 Woodcocks Road	Altered Road	Category A
100 Woodcocks Road	Altered Road	Category A
2 Mason Heights	Altered Road	Category A
1 Mason Heights	Altered Road	Category A
18 Oliver Street	Altered Road	Category A
10 Oliver Street	Altered Road	Category A
12 Oliver Street	Altered Road	Category A
14 Oliver Street	Altered Road	Category A
16 Oliver Street	Altered Road	Category A
20 Oliver Street	Altered Road	Category A
3 Mason Heights	Altered Road	Category A
22 Oliver Street	Altered Road	Category A
8 Oliver Street	Altered Road	Category A
6 Oliver Street	Altered Road	Category A
4 Oliver Street	Altered Road	Category A
6 Evelyn Street	Altered Road	Category A
7 Evelyn Street	Altered Road	Category A
5 Evelyn Street	Altered Road	Category A
85 Woodcocks Road	Altered Road	Category A
83 Woodcocks Road	Altered Road	Category A
127 Woodcocks Road	Altered Road	Category A
317 Woodcocks Road	Altered Road	Category A

153 Woodcocks Road	Altered Road	Category A
172A Woodcocks Road	Altered Road	Category A
286 Woodcocks Road	Altered Road	Category A
326 Falls Road	Altered Road	Category A
314 Woodcocks Road	Altered Road	Category A
346 Woodcocks Road	Altered Road	Category A
12 Wyllie Road	Altered Road	Category A
125 Woodcocks Road	Altered Road	Category A
87 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
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86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A

105 Woodcocks Road	Altered Road	Category A
101-103 Woodcocks Road	Altered Road	Category A
111 Woodcocks Road	Altered Road	Category A
99 Woodcocks Road	Altered Road	Category A
97 Woodcocks Road	Altered Road	Category A
95 Woodcocks Road	Altered Road	Category A

NZS 6806 Assessment Area
Protected Premises and Facilities
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Legend information can be viewed on Auckland Council unitary plan viewer.
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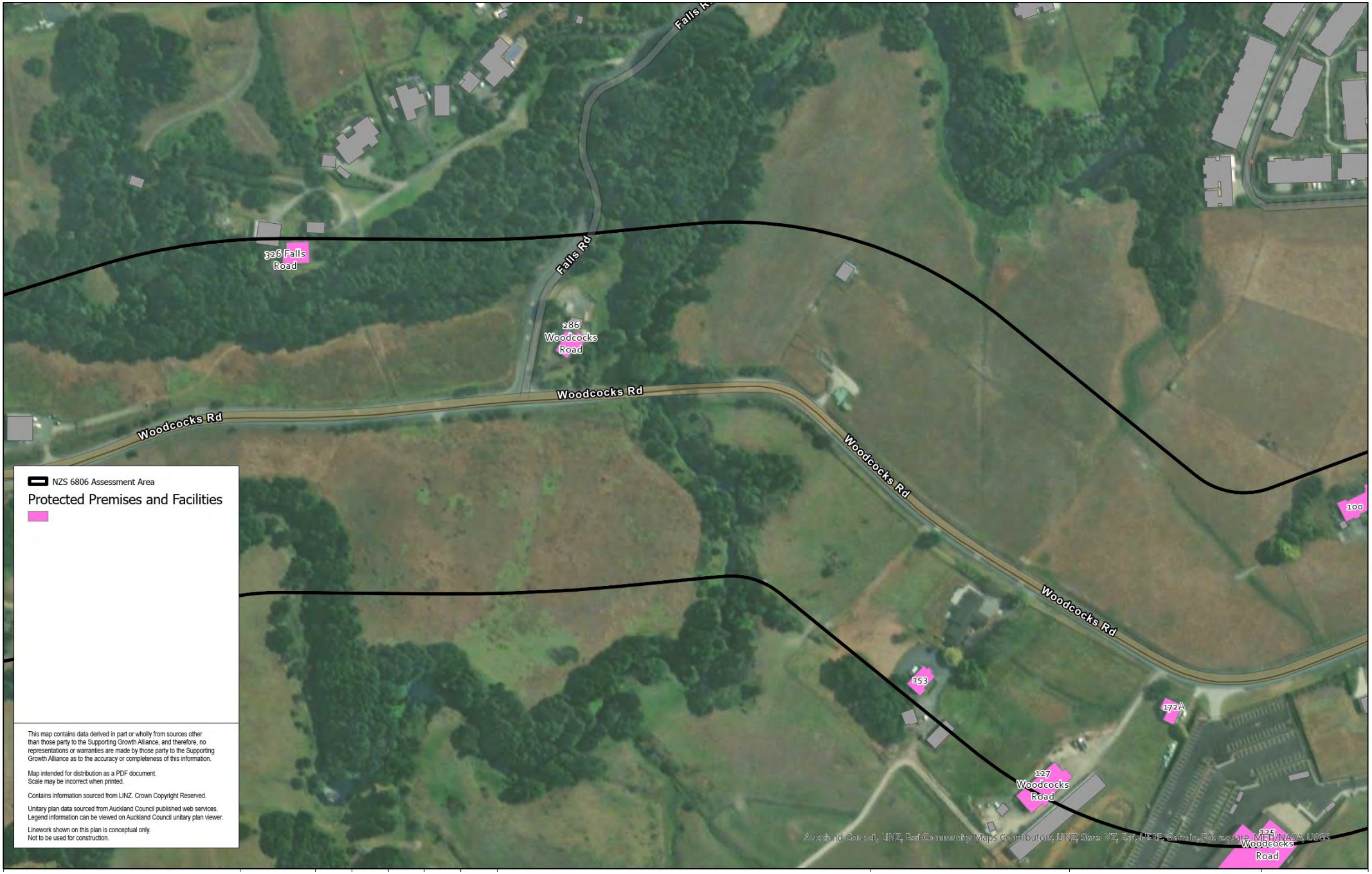
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Mansel Dr
Evelyn St
Oliver St
Mason Hts
Oliver St
Christopher Ln
Jamie Ln
Jamie Ln
Jamie Ln
86-94
100
172A
125 Woodcocks Road
2 Mason Heights
3 Mason Heights
1 Mason Heights
111 Woodcocks Road
105 Woodcocks Road
20 Oliver Street
18 Oliver Street
16 Oliver Street
14 Oliver Street
12 Oliver Street
10 Oliver Street
8 Oliver Street
6 Oliver Street
4 Oliver Street
6 Evelyn Street
22 Oliver Street
101-103 Woodcocks Road
99 Woodcocks Road
97 Woodcocks Road
95 Woodcocks Road
87 Woodcocks Road
85 Woodcocks Road
83 Woodcocks Road
5 Evelyn Street
7 Evelyn Street
Auckland Council, LINZ, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS


Falls Rd
326 Falls Road
Falls Rd
286 Woodcocks Road
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
100
153
172A
127 Woodcocks Road
225 Woodcocks Road
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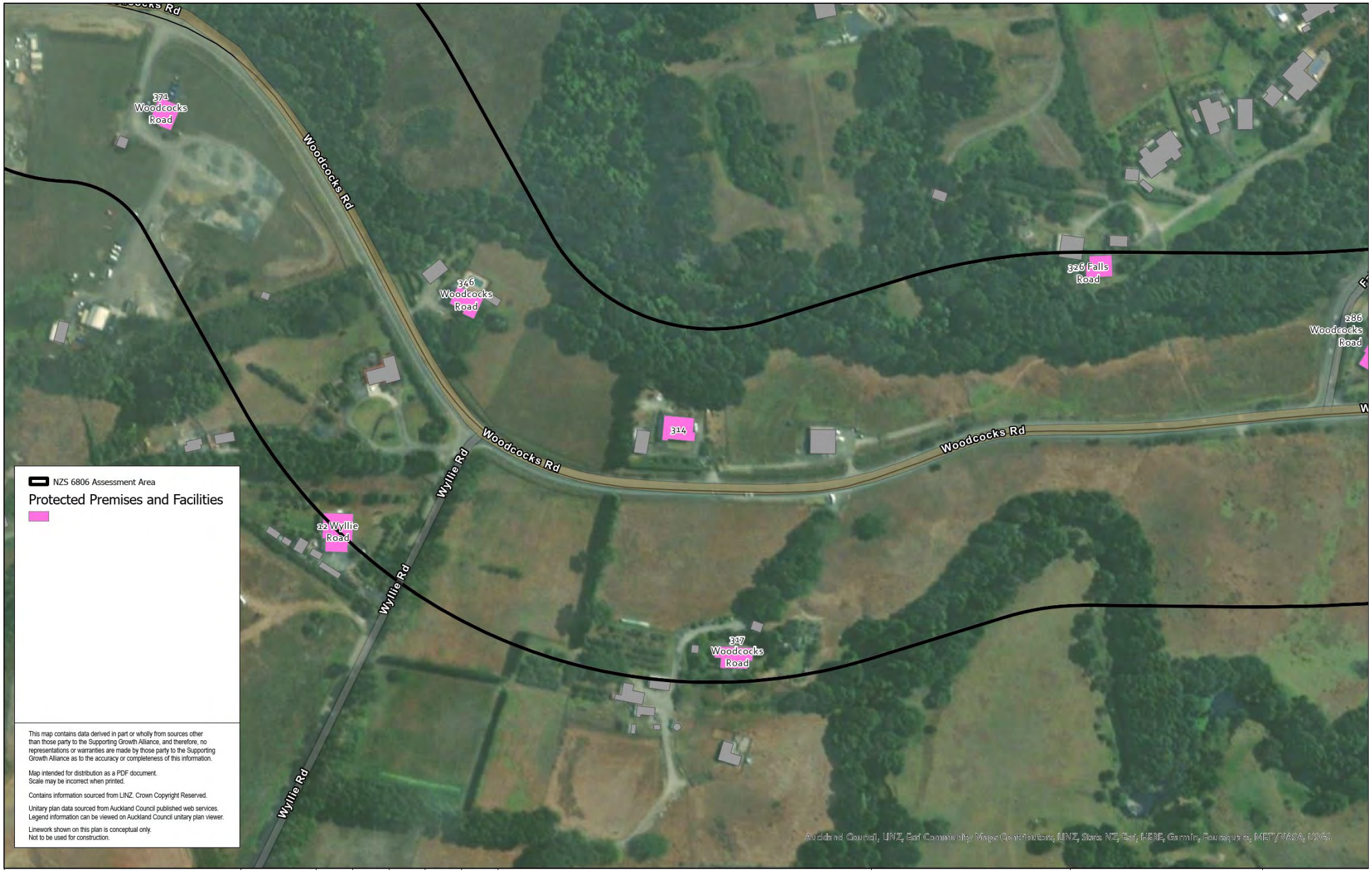
371 Woodcocks Road
Woodcocks Rd
346 Woodcocks Road
326 Falls Road
286 Woodcocks Road
314
Woodcocks Rd
Woodcocks Rd
Wyllie Rd
12 Wyllie Road
Wyllie Rd
Wyllie Rd
347 Woodcocks Road
NZS 6806 Assessment Area
Protected Premises and Facilities
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Carran Rd
Woodcocks Rd
Wylie Rd
372 Woodcocks Road
371 Woodcocks Road
346 Woodcocks Road
314
NZS 6806 Assessment Area
Protected Premises and Facilities
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[# Council to allocate #] Wider Western Link - North

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Between Woodcocks Road and the Mahurangi River in Warkworth
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 on which it is included in the AUP.

Purpose

The construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes: • schools and outdoor education facilities; and · • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: • care centres; and • tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting); (i) earthworks associated with enabling works
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Ngāti Manuhiri (b) Ngāti Maru (c) Ngāti Tamatera (d) Ngāti Whanaunga

	(e) Te Ākitai Waiohua (f) Ngai Tai Ki Tamaki (g) Ngāti Whātua o Kaipara (h) Ngāti Paoa Trust Board (i) Te Kawerau a Maki (j) Te Runanga o Ngāti Whātua (k) Te Patu Kirikiri (l) Ngāti Paoa Iwi Trust. **Note:** other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: *Acoustics – Road-traffic noise – New and altered roads*
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

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

3.	**Land use Integration Process** (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. (ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii) (iii) the timing of any designation review under Condition 5 or in response to information received through Condition 3(b)(ii) (iv) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (v) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where

	such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
4.	**Stakeholder Communication and Engagement** (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
5.	**Designation Review** (a) As soon as reasonably practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	**Lapse** In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
7.	**Network Utility Operators and Auckland Council (Section 176 Approval)** (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	

8.	**Outline Plan** (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Integration Management Plan; and (viii) Network Utilities Management Plan
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).

9.	**Flood Hazard** (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios. (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 2 to these conditions. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	**Existing property access** Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner.

11.	**Management Plans** (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.

12.	**Stakeholder Communication and Engagement Management Plan (SCEMP)** (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.

13.	**Cultural Advisory Report** (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 15 - 17), HHMP (Condition 26) and the CMP (Condition 20). (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 13(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
14.	**Network Integration Management Plan (NIMP)** (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 road controlling authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system. (b) To achieve the objective, the NIMP shall include details of the: (i) project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) sequencing of the Project with the planned transport network, including both design, management and operational matters**; and** (iii) **status of a potential Warkworth southern interchange, other planned or existing interchanges in the vicinity of the Project, and any implications for the Wider Western Link**.

14A.	**Development of Lot 4 Deposited Plan 473567 (Record of Title 647898)** **(a) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Landowner or Developer of Lot 4 Deposited Plan 473567 (Record of Title 647898) (the Land) for the purpose of considering information from the Landowner or Developer regarding master planning, efficient urban development of the Land, or land development details that could assist with land use integration, including potential alterations to the designation to alter its alignment or minimise its extent pursuant to s 181 RMA.** **(b) As part of the development of the ULDMP, the Requiring Authority shall consider:** **(i) the outcomes of the NIMP;** **(ii) the status of a potential Warkworth southern interchange;** **(iii) the interface with NZTA designations 6769 and 6779;** **(iv) how the Project will integrate with the surrounding urban context in a manner that supports efficient urban outcomes;** **(v) opportunities to minimise the extent of the designation to facilitate efficient urban development of the Land; and** **(vi) the implications of (i)–(v) on the detailed design of the Project to achieve the objective of the ULDMP.**
15.	**Urban and Landscape Design Management Plan (ULDMP)** (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 13 may be reflected in the ULDMP (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.

16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.

17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features B. driveways; C. accessways; and D. fences (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the EMP. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, D. Riparian margins and open space zones; E. identification of any planting requirements under the EMP (Condition 28); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and

	E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Construction Conditions	
18.	**Construction Environmental Management Plan (CEMP)** (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	**Complaints Register** (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

20.	**Cultural Monitoring Plan (CMP)** (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. **Advice note:** Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

21.	**Construction Traffic Management Plan (CTMP)** (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (v) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vi) 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; (vii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (viii) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (ix) details of any measures proposed to be implemented in the event of thresholds identified in **~~(d) below~~ (viii)** being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version; (d) Particular consideration is to be given to the Hill Street intersection (being the intersection of Old State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place.

22. **Construction Noise Standards**

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

Table 22-1 Construction Noise Standards

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

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

23. **Construction Vibration Standards**

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

Table 23-1 Construction Vibration Standards

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

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

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

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

24.	**Construction Noise and Vibration Management Plan (CNVMP)** (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.

25.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

26.	**Historic Heritage Management Plan (HHMP)** (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 13 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of

	Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 13). **Advice note:** Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP
27.	**Pre-Construction Ecological Survey** (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 4 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).

28.	**Ecological Management Plan (EMP)** (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for 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. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise, 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 (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include: a. identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding; b. details of measures to manage the effects of light spill on bat connectivity as far as practicable. E. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(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; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and C. where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and D. details of grass maintenance if Pipit are present. (iii) If an EMP is required in accordance with Condition 27(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 50m of any construction area (including laydown areas). Measures could include:

a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;

b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction Works within the 20m nesting buffer areas should 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 and Experienced Person;

c. minimising the disturbance from the works if Construction Works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;

d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and

e. minimising light spill from construction areas into Wetlands.

E. Details on any mitigation required to address any potential operational disturbance.

(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

(i) Stream and/or wetland restoration plans;
(ii) Vegetation restoration plans; and
(iii) Fauna management plans (e.g. bats, avifauna).

29.	**Network Utility Management Plan (NUMP)** (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum; (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Operational conditions	
30.	**Low Noise Road Surface** (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.

31.	**Future Resurfacing Work** (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 32 to Condition 43: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 5: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 5: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 30; and (k) Structural Mitigation – has the same meaning as in NZS 6806.

32.	The Noise Criteria Categories identified in Schedule 5: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 32 to 43 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
33.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 5: Identified PPFs Noise Criteria Categories For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 30 may be (or be part of) the Selected Mitigation Option(s).
34.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
35.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
36.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
37.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces (‘Category C Buildings’).
38.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority’s letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.

39.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 38 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 38 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
40.	Subject to Condition 39 above, within six months of the assessment undertaken in accordance with Condition 38, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
41.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
42.	Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 if: ( ) The Requiring Authority has completed Building Modification Mitigation to the building; or (a) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (b) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 (including where the owner did not respond within that period); or (c) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
43.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Attachments

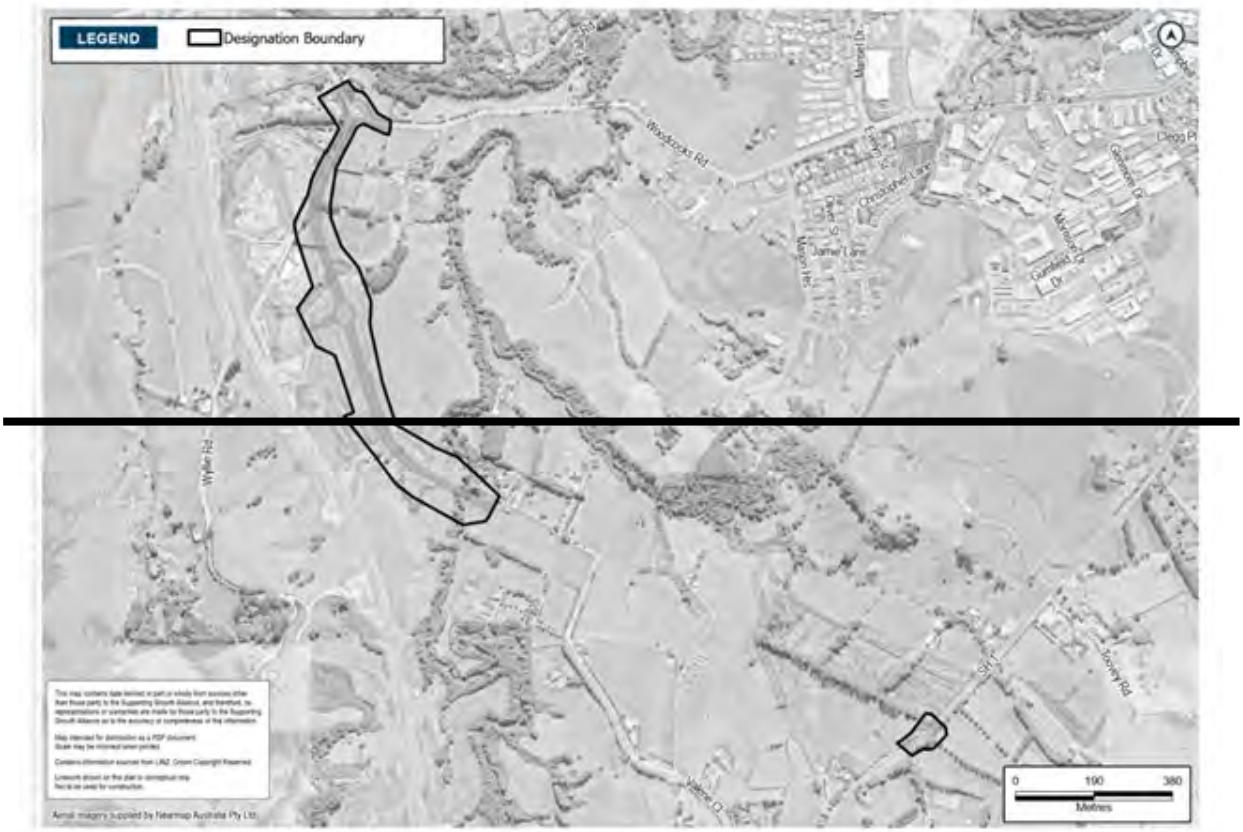
Schedule 1: General Accordance Plans and Information

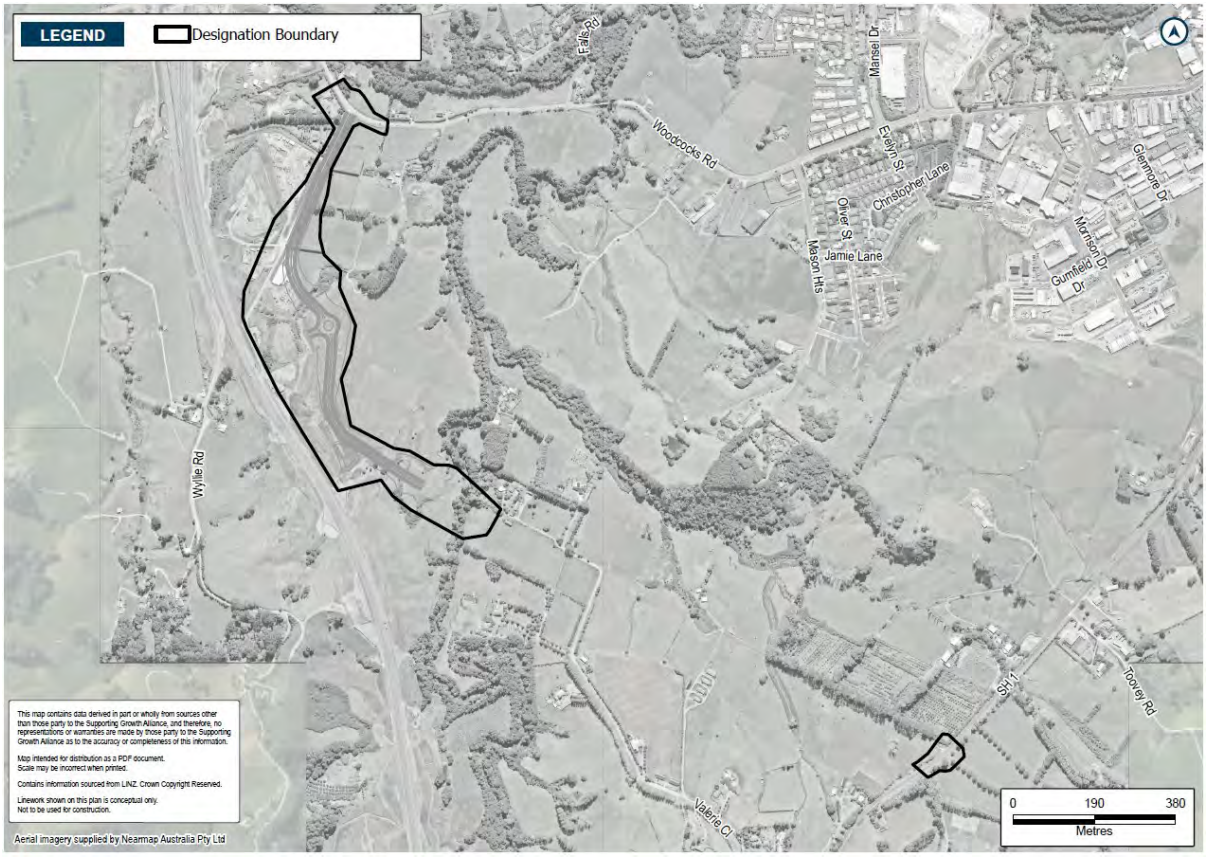
Project Description

The proposed work is the construction, operation, and maintenance of a new urban arterial cross-section with active mode facilities between Woodcocks Road and the Mahurangi River, known as the Wider Western Link – North. The proposed work is shown in the following Concept Plan and includes:

- Construction of a new urban arterial with active mode facilities from Woodcocks Road to the Mahurangi River, and an intersection on Old State Highway 1.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes, and associated cut and fill (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

Concept Plan




LEGEND
Designation Boundary
Falls Rd
Woodpocks Rd
Mansel Dr
Evelyn St
Christopher Lane
Oliver St
Mason Hts
Jamie Lane
Glenmore Dr
Morrison Dr
Gumfield Dr
Wyllie Rd
SH1
Toovey Rd
Valerie Cl
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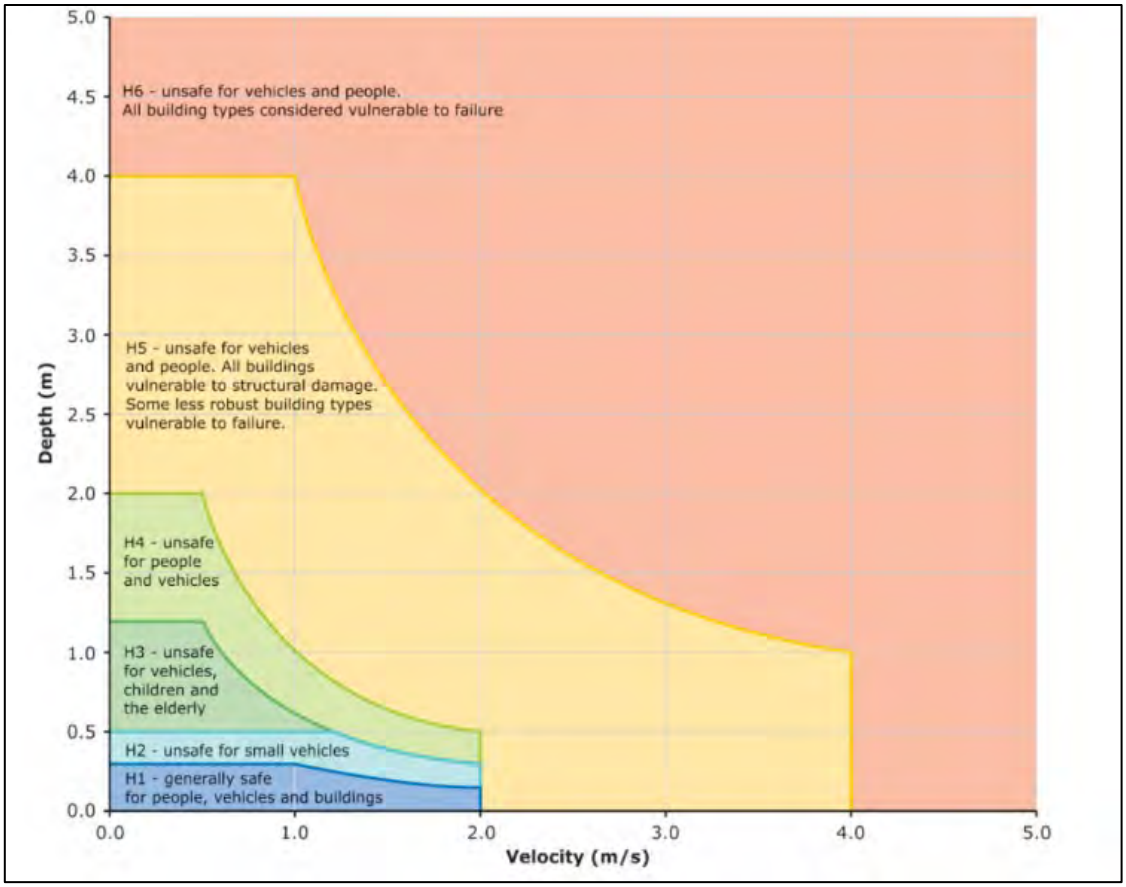
190
380
Metres

Schedule 2: Flood Hazard Class

The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds.
The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate.



Source: Australian Rainfall and Runoff, Book 6, 2019

Schedule 3: Identified Biodiversity Areas

LEGEND
Designation Boundary
Identified Biodiversity Area
Bat Movement Corridors
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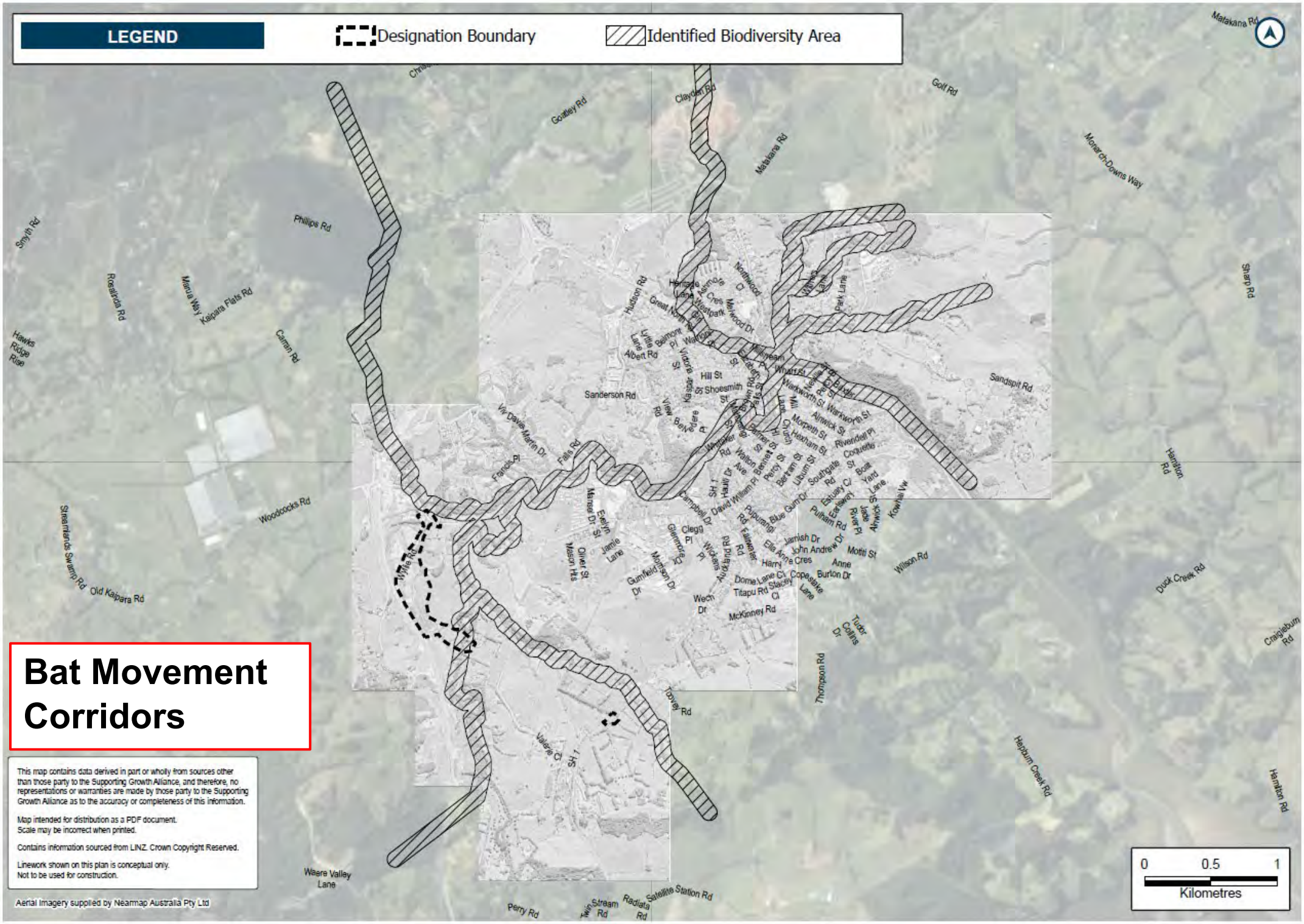
Kilometres
Matakana Rd
Golf Rd
Monarch Downs Way
Sharp Rd
Sandspit Rd
Hamilton Rd
Duck Creek Rd
Craigieburn Rd
Hepburn Creek Rd
Wilson Rd
Thompson Rd
Tooley Rd
McKinney Rd
Satellite Station Rd
Radiata Rd
Twin Stream Rd
Perry Rd
Waers Valley Lane
Streamlands Swamp Rd
Old Kaipara Rd
Woodcocks Rd
Smyth Rd
Rosalinda Rd
Manua Way
Kaipara Flats Rd
Hawks Ridge Rise
Carran Rd
Phillips Rd
Goatley Rd
Clayden Rd
Sanderson Rd
Hill St
Shoesmith St
Millstream
Park Lane
Northwood Cl
Merwood Dr
Great Northern Rd
Hudson Rd
Lyttle Lane
Albert Rd
Belmont Pl
Warmont Pl
Victoria St
Kaspar St
View Rd
Belvedere Pl
Vic Davie-Martin Dr
Falls Rd
Francis Pl
Mansel Dr
Campbell Dr
Clegg Pl
Fairwater Rd
Glenmore Cl
Morrison Dr
Gumfield Dr
Wickens Pl
Auckland Rd
Mason Hts
Oliver St
Evelyn Jamie Lane
Valerie Cl
SH 1
Titabu Rd
Dome Lane
Harry Cl
Stacey Cl
Anne Burton Dr
Tudor Collins Dr
Ella Anne Cres
John Andrew Dr
Jamish Dr
Motiti St
Pulham Rd
Puburangi Rd
Blue Gum Dr
Eartsway
Jade River Pl
Kowhai Vw
Alnwick St
Shipwright Pl
Boat Yard Lane
Coquette St
Southgate Rd
Estuary Cl
Labourn St
Bertram St
Palmer St
Percy St
Walton Ave
Vernon St
Hauiti Dr
Vernon Shaw Rd
Warkworth St
Morpeth St
Alnwick St
Perth St
Neville St
Kaipara St
Bayview Rd
Queen St
Elizabeth St
Wyllie St
Hill St
Heritage Lane
Ashmore Cres
Northwood Cl
Wilkins Lane
Park Lane


LEGEND
Designation Boundary
Identified Biodiversity Area
Bat Movement Corridors
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Kilometres
Matakana Rd
Golf Rd
Goatley Rd
Clayton Rd
Monarch Downs Way
Sharp Rd
Hamilton Rd
Duck Creek Rd
Craigieburn Rd
Hepburn Creek Rd
Thompson Rd
Wilson Rd
Sandspit Rd
Sanderson Rd
Hill St
Shoesmith St
Warkworth St
Almwick St
Morpeth St
Hexham St
Riverdale Pl
Coquette St
Boat Yard Lane
Southgate Rd
Estuary Cl
Eastbrook Rd
River Pl
Jade St
Anwick St
Kowhai Vw
Pulham Rd
Blue Gum Dr
Motiti St
Anne
Burton Dr
Stacey Cl
Lane
Dome Lane Cl
Titapu Rd
McKinney Rd
Tudor Cl
Collins Dr
Tolvey Rd
Valerie Cl
SH 1
Satellite Station Rd
Radiata Rd
Stream Rd
Perry Rd
Waere Valley Lane
Old Kaipara Rd
Streamlands Swamp Rd
Woodcocks Rd
Myhre Rd
Vir Davie Martin Dr
Falls Rd
Francis Pl
Phillips Rd
Smyth Rd
Rosalinda Rd
Marula Way
Kaipara Flats Rd
Carnain Rd
Hawks Ridge Rise
Hudson Rd
Albert Rd
Sandspit Rd
Park Lane
Northwood Cl
Merkwood Dr
Hensley Lane
Jamole Cres
Westpark Dr
Great North Rd
Lyttle Lane
Belmont Pl
Warkworth St
Victoria St
Kaipara St
Viewbank Rd
Bevan St
Bedford St
Whangarei St
Mill St
Church St
Hatfield St
Percy St
Bertram St
Liburn St
Hauiti St
David William Pl
Campbell Dr
Popuranga Rd
Fairweather Rd
Ella Anne Cres
Harry Cl
Jamish Dr
John Andrew Dr
Cope Lake
Wech Dr
McKinney Rd
Clegg Pl
Glenmore Rd
Wickens Pl
Auckland Rd
Morrison Dr
Gumfield Dr
Mason Hts
Oliver St
Jamie Lane
Evelyn St
Manse Dr
Mason Rd

Bird Biodiversity Areas

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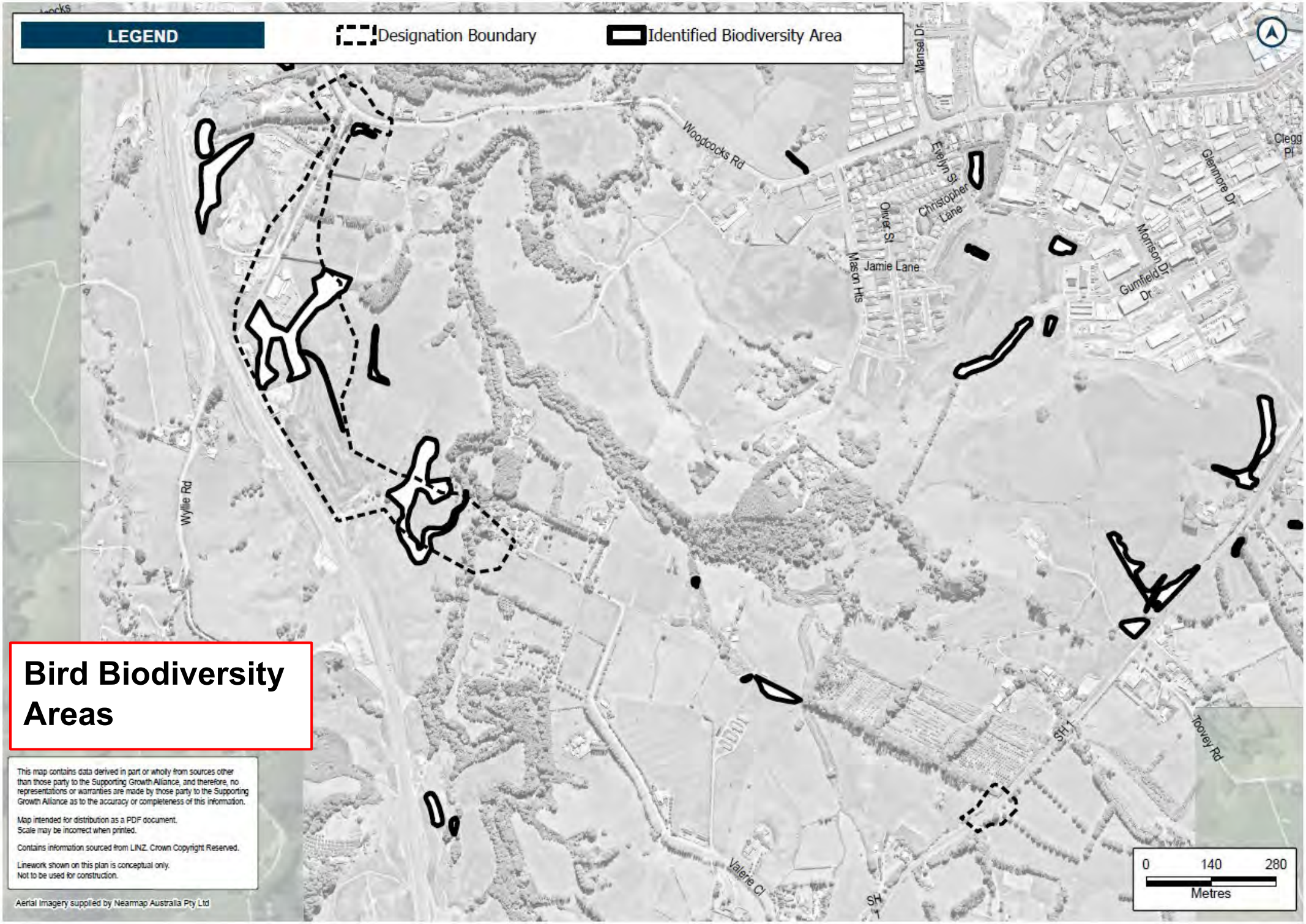

Bird Biodiversity Areas

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Schedule 4: Table 10 of the 2018 EIANZ Guidelines

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 5: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
123 Valerie Close	New Road	Category A
346 Woodcocks Road	Altered Road	Category A
12 Wyllie Road	Altered Road	Category A

Woodcocks Rd
346 Woodcocks Road
Woodcocks Rd
Wyllie Rd
Woodcocks Rd
12 Wyllie Road
Wyllie Rd
NZS 6806 Assessment Area
Protected Premises and Facilities
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12 Wyllie Road
Wyllie Rd
Wyllie Rd
Wyllie Rd
Woodco
NZS 6806 Assessment Area
Protected Premises and Facilities
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123 Valerie Close
NZS 6806 Assessment Area
Protected Premises and Facilities
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Attachment B – Auckland Transport Designation Schedule North West and Designation 1495 Woodcocks Road – West Upgrade (Strikethrough/Underline)

Designation Schedule - Auckland Transport (1/3)

North and West

Number	Purpose	Location
1400	Service lane and car park	Leal Place, Manly
1401	Road	Hauiti Drive to Blue Gum Drive, Warkworth
~~1402~~	~~Weiti Crossing~~	~~East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparoa~~ Transferred to New Zealand Transport Agency (NZTA) on 30 October 2020
1403	Lapsed	
1404	Road widening	309, 388 – 402, 441, 454A, 455, 456, 473, 475, 510, 514A, 516A, 518, 520, 522A, 525, 527, 529, 540, 597, 601, 609, 611, 637, 640, 642a, 644a, 663, 722, 724, 726, 728, 736, 740, 742, 746, 748, 750A, 752, 756, 758, 760, 770A, 772A, 772, 774, 849, 851, 853A, 1073, 1075 Whangaparaoa Road, Whangaparaoa 2 Cedar Terrace, Whangaparaoa 1, 3, 5, 9 Brightside Road, Whangaparaoa 1 Penton Road, Whangaparaoa 1 Tower Hill, Whangaparaoa 1, 7 Homestead Road, Whangaparaoa 2 Ladies Mile, Whangaparaoa 1 Zita Avenue, Whangaparaoa 1, 2 Scott Road, Whangaparaoa 2 D'Oyly Drive, Whangaparaoa
1406	Car park	Wharf Street, Warkworth
1407	Road widening	Corner of Hudson Road and State Highway 1, Warkworth
1408	Public car park	7A Rawene Road and 204 Hinemoa Street, Birkenhead
1409	Public car park	21 Sunnyhaven Avenue, Beach Haven
1410	Public car park	29 Anzac Road, Browns Bays
1411	Public car park	5 Bute Road, Browns Bay
1412	Public car park	472 Beach Road, Murrays Bay
1413	Public car park	3 Montrose Terrace, Mairangi Bay
1414	Withdrawn	
1415	Public car park	1A Jutland Road, Hauraki
1416	Public car park	14 Huron Street, Takapuna
1417	Withdrawn	
1418	Public car park	139 Kitchener Street, Milford
1419	Public car park	3-5 Fleet Street, Devonport
1420	Constellation Bus Station	62 Parkway Drive, Albany
1421	Albany Bus Station	A250 Oteha Valley Road and 125 McClymonts Road, Albany
1422	Intersection upgrade to provide priority access to the North Shore Busway for buses/high occupancy vehicles	Onewa Road and Sylvan Avenue, Northcote
1423	Akoranga Station	20 Takapuna Landing, Takapuna
1424	Akoranga Station link road	Takapuna Landing, Takapuna

1425	Akoranga Pedestrian Overbridge	20 Takapuna Landing (Akoranga Station), Takapuna (over State Highway 1) to 72 Akoranga Drive (Akoranga Campus), Northcote
1426	Westlake Station	Shakespeare Road (adjoins No. 78 Taharoto Road), Takapuna
1427	Sunnynook Station	168Z Sunnynook Road, Sunnynook
1428	Constellation Drive Station	62 Parkway Drive, Rosedale
1429	Wairau Road / Taharoto Road transport corridor widening and associated works	7-15 Wairau Road and 78Z Taharoto Road, Milford, Part Allotment 103 Parish of Takapuna and Part Allotment 91 Parish of Takapuna (2 Wairau Road, Takapuna)
1430	Public off-street parking ...	23-27 Sir Peter Blake Parade, Bayswater
1431	Road widening	107 Chivalry Road, Glenfield
1432	Road widening	43, 47-51, 55, 59, 65, 69 and 106 Anzac Street, Takapuna
1433	Transport corridor	Fred Taylor Drive, Massey/Whenuapai
1434	Roading purposes	125A Metcalfe Road to 46 Ranui Station Road, Ranui
1435	Roading purposes	Waitemata Drive (over Birdwood Park) to Waitemata Drive West, Ranui
1436	Withdrawn	
1437	Transport corridor	Hobsonville Road, Hobsonville
1438	Public car parking purposes	16 Delta Avenue, New Lynn
1439	Roading access purposes	7 Fairbanks Place, Glendene
1441	Roading access purposes	35 Ranui Station Road, Ranui
1442	Service lane	342-344 Great North Road (Henderson Square A), Henderson
1443	Service lane	2 Railside Avenue (Henderson Square B), Henderson
1444	Service lane	McNaughton Way to 11 High Brown Drive, New Lynn
1445	Service lane	60 James Laurie Street to 240C-D Great North Road, Henderson
1446	Lapsed	
1447	Road widening purposes	2-16, 24-26, 28-30 Clark Street, New Lynn
1448	Road widening purposes	1-3 Edmonton Road, Henderson
1449	Road widening purposes	267-287, 290-300, 295-297A, 301-309, 304-318A, 311-325, 429-447, 450, 4004-4012, 4007-4035, 4018, 4022-4024, 4040-4048, 4052-4054, 4070, 4087-4131, 4092-4094, 4098 and 4104-4118A Great North Road, 1-3 West Coast Road, 1 and 2 Montel Avenue, 2 Blacklock Avenue and 1 Buscomb Avenue, Henderson to Te Atatu
1450	Lapsed	
1452	Road widening purposes	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue, Te Atatu
1453	Road widening purposes	2-14, 9-11, 17-35, 30, 40, 44-54, 45-49, 53, 58, 58-64, 65-171A, 68-68A, 74-114 and 118-160 Titirangi Road, 2 Margan Avenue and 1 and 2 Northall Road, Titirangi
1454	Road widening purposes	1-23, 2, 24-34, 25-33, 37-47, 53-59, 63A-141, 64-186, 198-274, 273-347, 282-312, 318-320, 326-360, 351A-409, 370-386 and 390-400 West Coast Road, 69-71 Clayburn Road and 1 Pleasant Road, Glen Eden
1455	Road widening purposes	1-25, 12-40, 37,47-55A, 52-54, 58, 78, 80A-82, 86-88, 92-94 Swanson Road, Henderson

1456	Withdrawn	
1457	Withdrawn	
1458	Public off-street parking ...	76 Swanson Road, Henderson
1459	Public off-street parking ...	2 Fenwick Avenue, Milford
1461	Public off-street parking ...	12 Channel View Road, Takapuna
1462	Withdrawn	
1463	Public off-street parking ...	20 Clarence Street, Devonport
1464	Withdrawn	
1465	Public off-street parking ...	85 Hurstmere Road, Takapuna
1466	Public off-street parking ...	41 Glenmall Road, Glen Eden
1467	Road widening	Hobsonville Road, Hobsonville
1468	Road widening	State Highway 16 (Westgate to Whenuapai)
1469	Road widening and improvement works.	Albany Highway, Albany
1470	The construction, operation and maintenance of a new road and improvements to the existing Gills Road.	Between Gills Road, Albany (south of Living Stream Road) to Oteha Valley Road (opposite Appian Way), from south of Living Stream Road along Gills Road to east of Lucas Creek bridge.
1471	Roading purposes	Between Mansel Drive and Falls Road, Warkworth.
1472	Withdrawn	
1473	Roading purposes	Land between Northside Drive West, Massey North and Trig Road, Whenuapai
1474	Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.	Glenvar Ridge Road, Long Bay
1476	Road – Medallion Drive Link	56 Fairview Avenue, Albany
1477	Road widening and improvement works.	Lincoln Road, Henderson
1478	Road – Matakana Road Link	State Highway 1 to Matakana Road, Warkworth
1479	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	Land from Argent Lane roundabout at the intersection with Old Pine Valley Road south through the properties of 10 and 36 Old Pine Valley Road, tying into the existing Pine Valley Road to the north of the property boundary with 1731 Dairy Flat Highway: • 10 Old Pine Valley Road (Sec 7 SO 315843, Sec 8 SO 315843, Pt Lot 5 DP 136559) • 36 Old Pine Valley Road (Lot 6 DP 136559) • The public road reserve between the parcels of land that form 10 Old Pine Valley Road.

1480	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	Dairy Flat Highway from the edge of the Northern Motorway northbound Silverdale off-ramp to the intersection of Dairy Flat Highway and Pine Valley Road, continuing up Pine Valley Road to the northern property boundary of 1731 Dairy Flat Highway: • 1687 Dairy Flat Highway (Lot 1 DP 131154) • 1700 Dairy Flat Highway (Pt Lot 1 DP 68886) • 1731 Dairy Flat Highway (Sec 5 SO 315843, Sec 6 SO 315843, Pt Lot 1 DP 101886) • 1732 Dairy Flat Highway (Pt Lot 2 DP 68886) • The public road reserve on Pine Valley Road and Dairy Flat Highway
1481	The construction, operation and maintenance of an arterial transport corridor.	Coatesville-Riverhead Highway between State Highway 16 and Riverhead Road
1482	The construction, operation and maintenance of an arterial transport corridor	West of Don Buck Road in Redhills
1483	The construction, operation and maintenance of a transport corridor	Extending Dunlop Road west from Fred Taylor Drive in Redhills
1484	The construction, operation and maintenance of an arterial transport corridor.	Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road
1485	The construction, operation, and maintenance of an arterial transport corridor	Old State Highway 1 in Warkworth between Fairwater Road and the Rural Urban Boundary.
1486	The construction, operation and maintenance of an arterial transport corridor.	Sandspit Road between the Hill Street intersection and the Rural Urban Boundary.
1487	The construction, operation and maintenance of a public transport hub, urban arterial transport corridor, park and ride facility and associated facilities.	Intersection of Old State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the first bridge crossing on the proposed Western Link – North.
1488	The construction, operation and maintenance of an arterial transport corridor and associated facilities.	In the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater

1489	The construction, operation and maintenance of an upgrade to Dairy Flat Highway for active mode facilities, safety improvements and associated facilities.	Dairy Flat Highway between Durey Road in Dairy Flat and Albany village
1490	The construction, operation and maintenance of an arterial transport corridor and associated facilities.	Between Dairy Flat Highway (at the intersection of Kahikatea Flat Road) and Wilks Road, Dairy Flat
1491	The construction, operation and maintenance of an upgrade and extension to Bawden Road to an arterial transport corridor and associated facilities.	Bawden Road between Dairy Flat Highway in Dairy Flat and State Highway 1 at the Ō Mahurangi Penlink (Redvale) Interchange
1492	The construction, operation and maintenance of an upgrade to East Coast Road to an arterial transport corridor and associated facilities.	East Coast Road between Hibiscus Coast Highway in Silverdale and Ō Mahurangi Penlink (Redvale) Interchange
1493	The construction, operation and maintenance, and improvement of a public transport station, facilities, and associated infrastructure.	Gunton Drive, Westgate (SEC 44 SO 430649, SECT 1 SO 596944)
1494	The construction, operation and maintenance of a transport corridor.	Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road.
1495	The construction, operation and maintenance of an arterial transport corridor.	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)

Environment Court decision text (red 3 June 2025)

1495 Woodcocks Road – West Upgrade

Designation Number	1495
Requiring Authority	Auckland Transport
Location	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

The construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and definitions

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

Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes: • schools and outdoor education facilities; and · • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: • care centres; and • tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting); (i) earthworks associated with enabling works
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Ngāti Manuhiri

	(b) Ngāti Maru (c) Ngāti Tamatera (d) Ngāti Whanaunga (e) Te Ākitai Waiohua (f) Ngai Tai Ki Tamaki (g) Ngāti Whātua o Kaipara (h) Ngāti Paoa Trust Board (i) Te Kawerau a Maki (j) Te Runanga o Ngāti Whātua (k) Te Patu Kirikiri (l) Ngāti Paoa Iwi Trust. **Note:** other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: *Acoustics – Road-traffic noise – New and altered roads*
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	**Activity in General Accordance with Plans and Information** (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	**Project Information** (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
3.	**Land use Integration Process** (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:

	(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. (ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii) (iii) the timing of any designation review under Condition 5 or in response to information received through Condition 3(b)(ii) (iv) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (v) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
4.	**Stakeholder Communication and Engagement** (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.

5.	**Designation Review** (a) As soon as reasonably practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	**Lapse** In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
7.	**Network Utility Operators and Auckland Council (Section 176 Approval)** (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
8.	**Outline Plan** (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Integration Management Plan; (viii) Network Utilities Management Plan; and (ix) Tree Management Plan
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability;

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

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

	(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.
13.	**Cultural Advisory Report** (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 15 - 17), HHMP (Condition 26) and the CMP (Condition 20). (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 13(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
14.	**Network Integration Management Plan (NIMP)** (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 road controlling authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system. (b) To achieve the objective, the NIMP shall include details of the: (i) project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) sequencing of the Project with the planned transport network, including both design, management and operational matters.
15.	**Urban and Landscape Design Management Plan (ULDMP)** (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to:

	(i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 13 may be reflected in the ULDMP (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.
16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following:

	(i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features B. driveways; C. accessways; and D. fences (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and EMP. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, D. Riparian margins and open space zones; E. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Construction Conditions	
18.	**Construction Environmental Management Plan (CEMP)**

	(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	**Complaints Register** (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
20.	**Cultural Monitoring Plan (CMP)** (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include:

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

(c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version;

(d) Particular consideration is to be given to the Hill Street intersection (being the intersection of Old State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place.

22. Construction Noise Standards

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

Table 22-1 Construction Noise Standards

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

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

23. Construction Vibration Standards

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

Table 23-1 Construction Vibration Standards

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

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

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

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

24.	**Construction Noise and Vibration Management Plan (CNVMP)** (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
25.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:

	A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
26.	**Historic Heritage Management Plan (HHMP)** (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the designation to inform detailed design;

(iii) known historic heritage places and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;

(iv) any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded;

(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;

(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;

(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;

(viii) methods to acknowledge cultural values identified through Condition 13 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;

(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to:

A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;

B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and

C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 13).

Advice note:

Accidental Discoveries

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP

27.	**Pre-Construction Ecological Survey** (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 4 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
28.	**Ecological Management Plan (EMP)** (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for 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. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise, 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 (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include: a. identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding; b. details of measures to manage the effects of light spill on bat connectivity as far as practicable. E. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(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;

B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and

C. where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and

D. details of grass maintenance if Pipit are present.

(iii) If an EMP is required in accordance with Condition 27(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 50m of any construction area (including laydown areas). Measures could include:

a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;

b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction Works within the 20m nesting buffer areas should 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 and Experienced Person;

c. minimising the disturbance from the works if Construction Works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;

d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and

e. minimising light spill from construction areas into Wetlands.

	E. Details on any mitigation required to address any potential operational disturbance. (c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. **Advice note:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. bats, avifauna).
29.	**Tree Management Plan (TMP)** (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 5. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 5 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 5. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees. (c) Where replacement planting of any tree listed in Schedule 5 is required under (b)(ii)(a) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m^2) for Group of Trees.
30.	**Network Utility Management Plan (NUMP)** (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum;

	(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Operational conditions	
31.	**Low Noise Road Surface** (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
32.	**Future Resurfacing Work** (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 32(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 33 to Condition 44: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 6: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;

	(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 6: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 31; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
33.	The Noise Criteria Categories identified in Schedule 6: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 6: Identified PPFs Noise Criteria Categories For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 6: PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces (‘Category C Buildings’).
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority’s letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) The Requiring Authority’s Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or

	(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 39, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 40, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 40 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Attachments

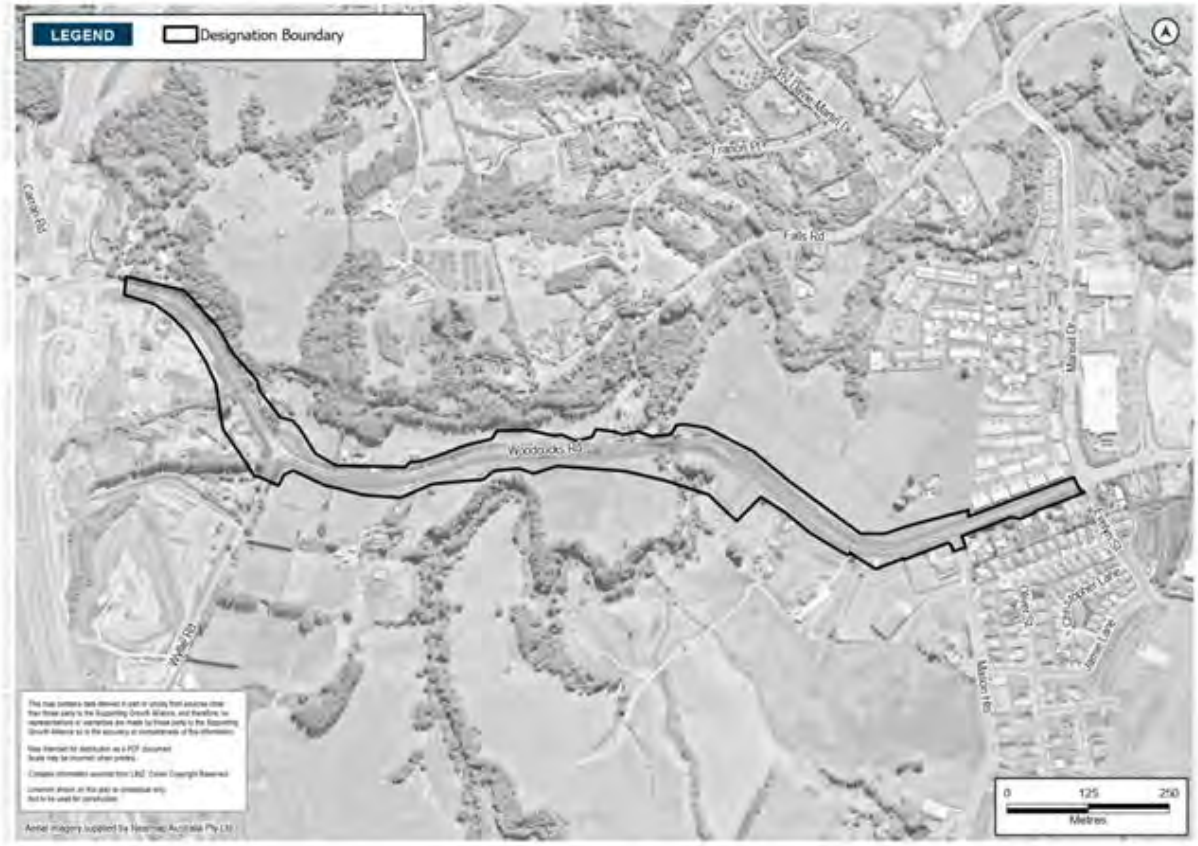
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east to an urban arterial with active mode facilities. The proposed work is shown in the following Concept Plan and includes:

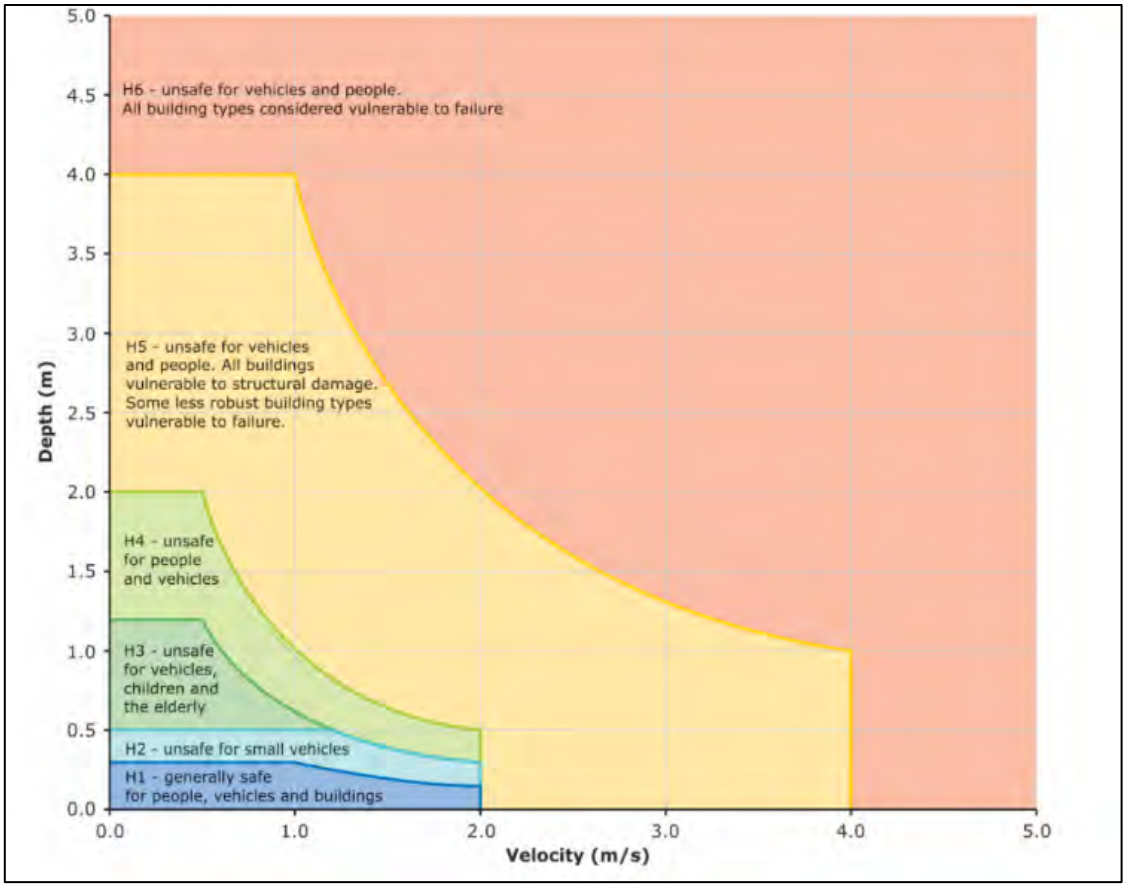
- Upgrading the corridor to an urban arterial with walking and cycling facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

Concept Plan



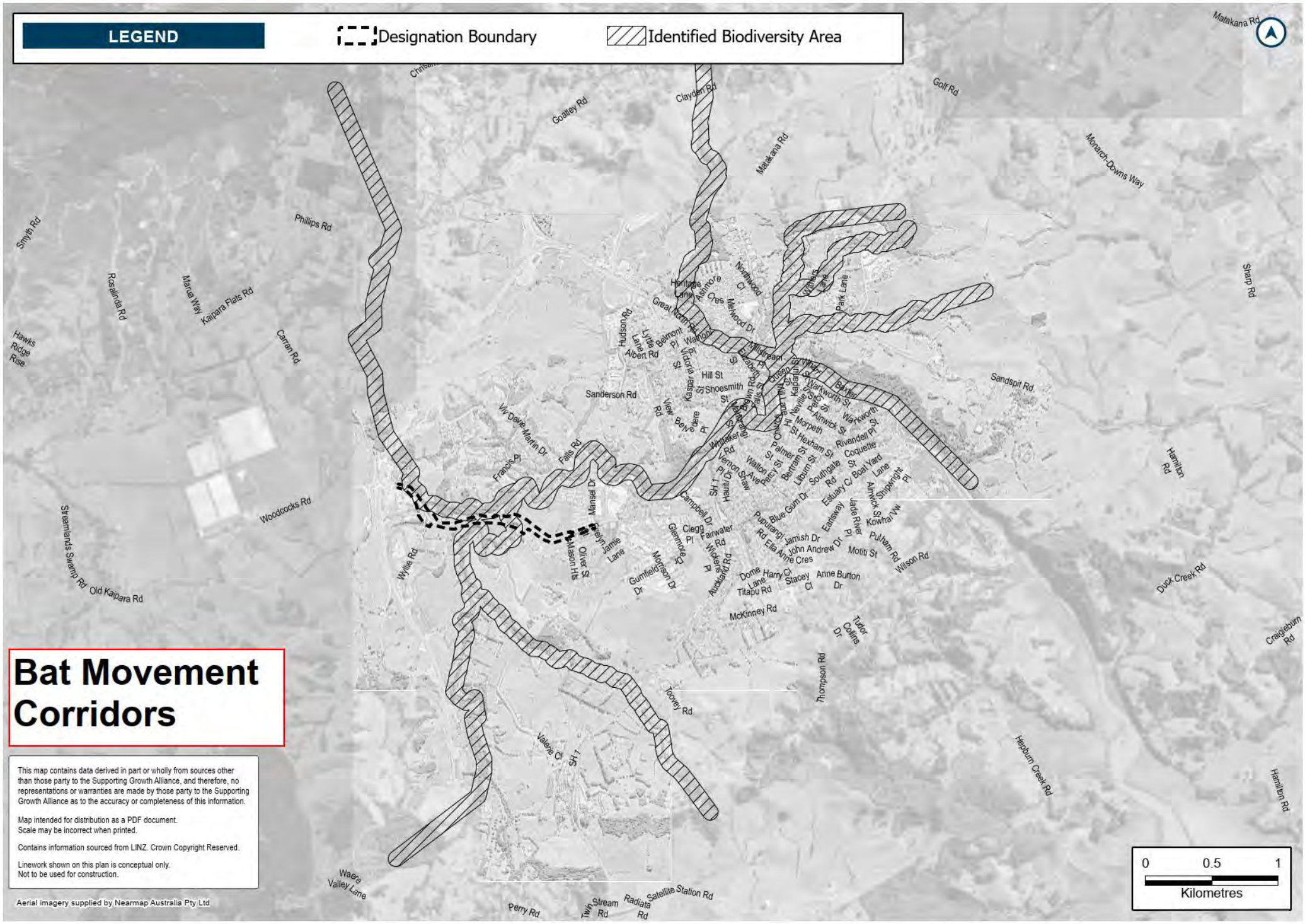
Schedule 2: Flood Hazard Class

The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds.
The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate.



Source: Australian Rainfall and Runoff, Book 6, 2019

Schedule 3: Identified Biodiversity Areas


LEGEND
Designation Boundary
Identified Biodiversity Area
Bat Movement Corridors
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Aerial imagery supplied by Nearmap Australia Pty Ltd
0
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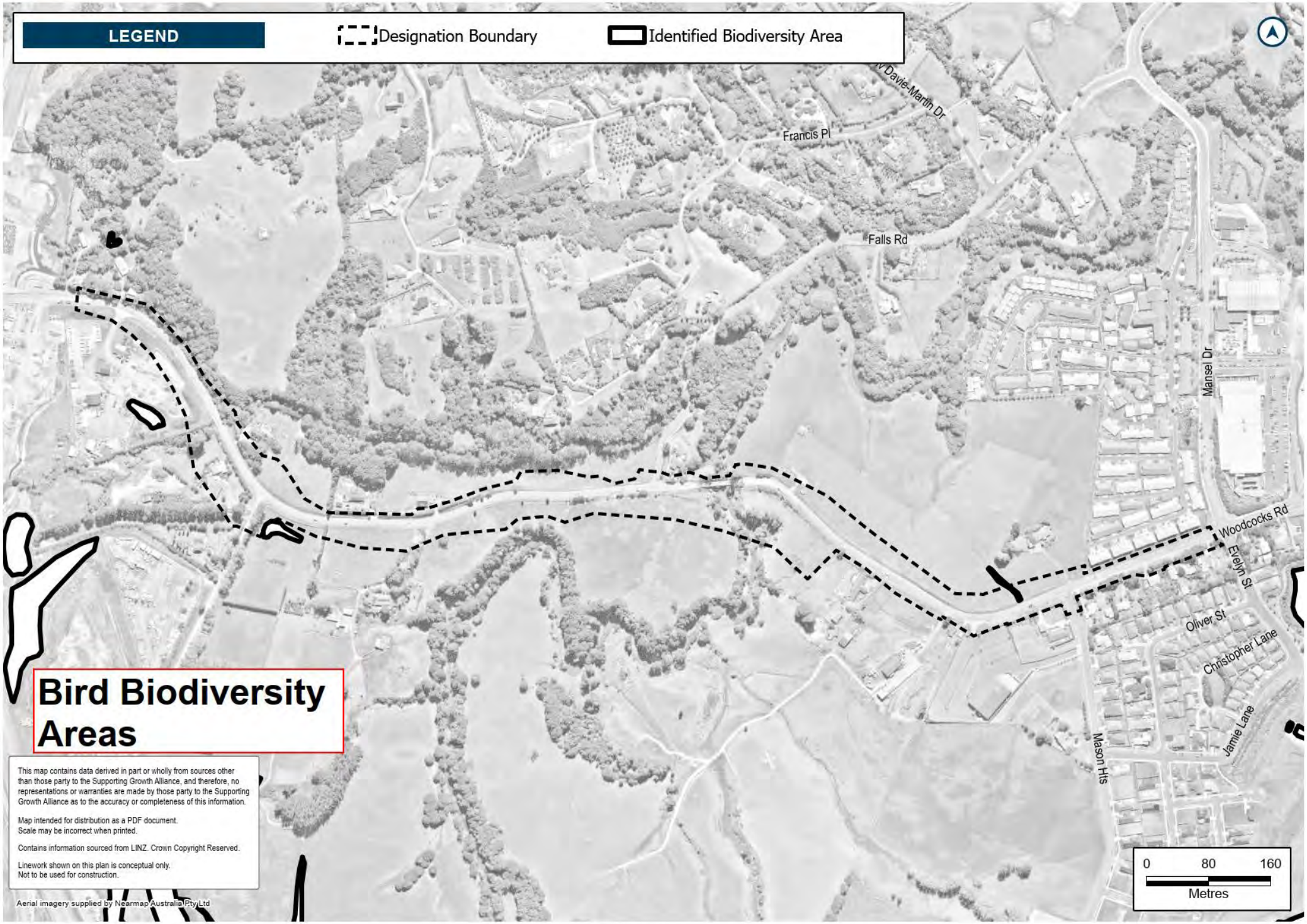
1
Kilometres
Matakana Rd
Golf Rd
Monarch Downs Way
Sandspit Rd
Sharp Rd
Hamilton Rd
Duck Creek Rd
Craigieburn Rd
Hepburn Creek Rd
Thompson Rd
Tooley Rd
McKinney Rd
Satellite Station Rd
Radiata Rd
Twin Stream Rd
Perry Rd
Waerg Valley Lane
Valerie Cl
SH1
Wyllie Rd
Old Kaipara Rd
Streamlands Swamp Rd
Woodcocks Rd
Carran Rd
Kaipara Flats Rd
Manua Way
Rosalinda Rd
Smyth Rd
Hawks Ridge Rise
Phillips Rd
Goatley Rd
Clayden Rd
Sanderson Rd
Falls Rd
Mansel Dr
Park Lane
Hill St
Shoesmith St
Hamilton Rd



Bird Biodiversity Areas

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Schedule 4: Table 10 of the 2018 EIANZ Guidelines

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 5: Trees

Tree No.	Vegetation Type	Protection	Species	Age
201	Group of Trees	Road Reserve	Totara and Poplar, mixed shrubs	Semi-mature
202	Group of Trees	Road Reserve	Exotic and native shrubs / hedge / small Totara	Young-semi-mature

Name of Map: SGA-GH-Wa-024-Arboriculture

Path: P:\381380\834\TG\01 Map\06 ArcGIS Pro\01 Warkworth\SGA_WW_Figures_for_AEE_Ben_Temp.aprx

LEGEND

Tree/Group of Trees

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0 25 50
Metres

Schedule 6: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
372 Woodcocks Road	Altered Road	Category A
371 Woodcocks Road	Altered Road	Category A
100 Woodcocks Road	Altered Road	Category A
2 Mason Heights	Altered Road	Category A
1 Mason Heights	Altered Road	Category A
18 Oliver Street	Altered Road	Category A
10 Oliver Street	Altered Road	Category A
12 Oliver Street	Altered Road	Category A
14 Oliver Street	Altered Road	Category A
16 Oliver Street	Altered Road	Category A
20 Oliver Street	Altered Road	Category A
3 Mason Heights	Altered Road	Category A
22 Oliver Street	Altered Road	Category A
8 Oliver Street	Altered Road	Category A
6 Oliver Street	Altered Road	Category A
4 Oliver Street	Altered Road	Category A
6 Evelyn Street	Altered Road	Category A
7 Evelyn Street	Altered Road	Category A
5 Evelyn Street	Altered Road	Category A
85 Woodcocks Road	Altered Road	Category A
83 Woodcocks Road	Altered Road	Category A
127 Woodcocks Road	Altered Road	Category A
317 Woodcocks Road	Altered Road	Category A

153 Woodcocks Road	Altered Road	Category A
172A Woodcocks Road	Altered Road	Category A
286 Woodcocks Road	Altered Road	Category A
326 Falls Road	Altered Road	Category A
314 Woodcocks Road	Altered Road	Category A
346 Woodcocks Road	Altered Road	Category A
12 Wyllie Road	Altered Road	Category A
125 Woodcocks Road	Altered Road	Category A
87 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
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86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A

105 Woodcocks Road	Altered Road	Category A
101-103 Woodcocks Road	Altered Road	Category A
111 Woodcocks Road	Altered Road	Category A
99 Woodcocks Road	Altered Road	Category A
97 Woodcocks Road	Altered Road	Category A
95 Woodcocks Road	Altered Road	Category A

NZS 6806 Assessment Area
Protected Premises and Facilities
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Mansel Dr
Mason Hts
Oliver St
Oliver St
Evelyn St
Christopher Ln
Jamie Ln
Jamie Ln
Jamie Ln
86-94
100
172A
125 Woodcocks Road
2 Mason Heights
3 Mason Heights
1 Mason Heights
111 Woodcocks Road
105 Woodcocks Road
20 Oliver Street
18 Oliver Street
16 Oliver Street
14 Oliver Street
12 Oliver Street
10 Oliver Street
8 Oliver Street
6 Oliver Street
4 Oliver Street
22 Oliver Street
101-103 Woodcocks Road
99 Woodcocks Road
97 Woodcocks Road
95 Woodcocks Road
87 Woodcocks Road
85 Woodcocks Road
83 Woodcocks Road
5 Evelyn Street
7 Evelyn Street
6 Evelyn Street
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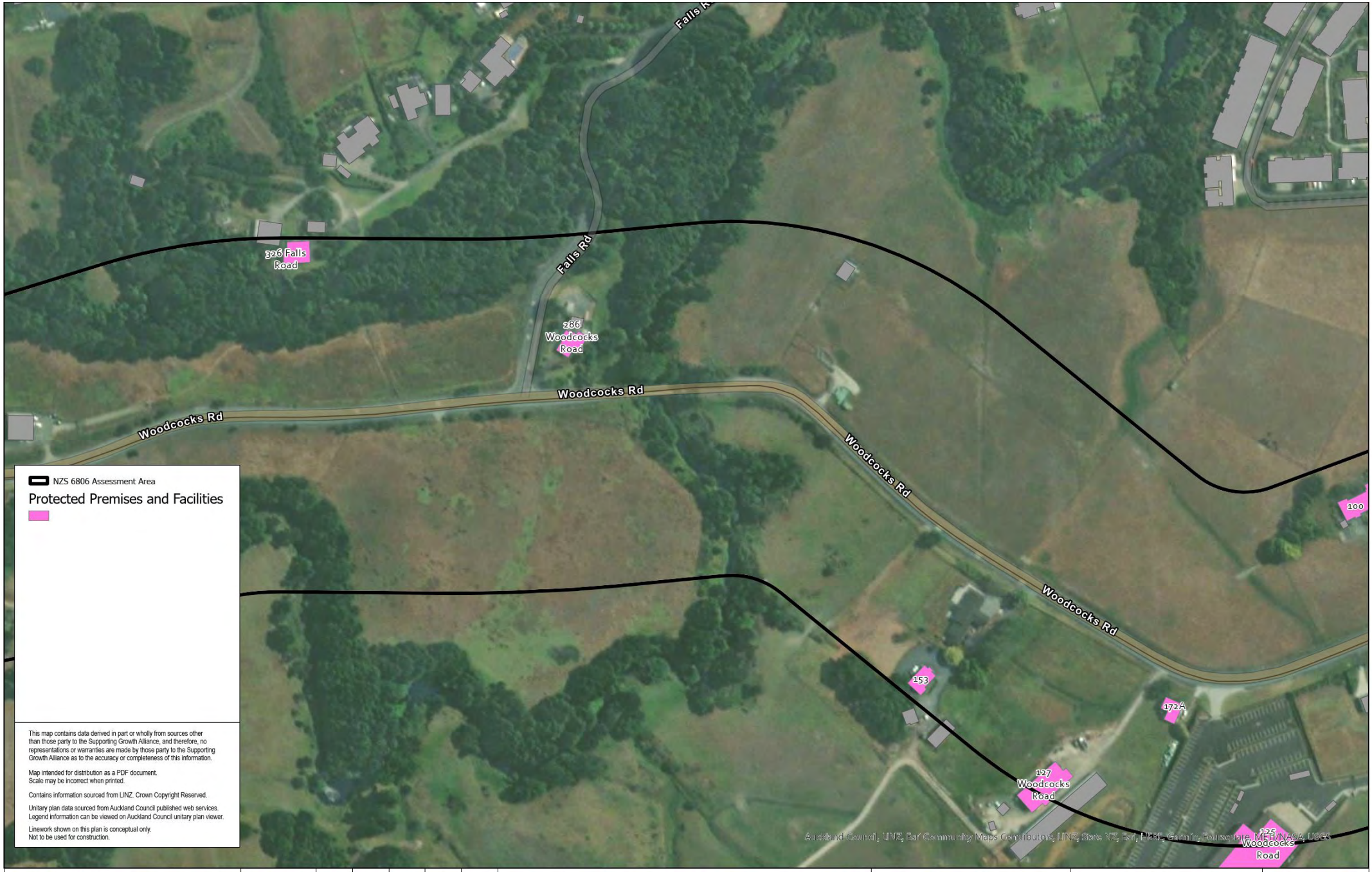
Falls Rd
326 Falls Road
Falls Rd
286 Woodcocks Road
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
100
153
172A
127 Woodcocks Road
125 Woodcocks Road
NZS 6806 Assessment Area
Protected Premises and Facilities
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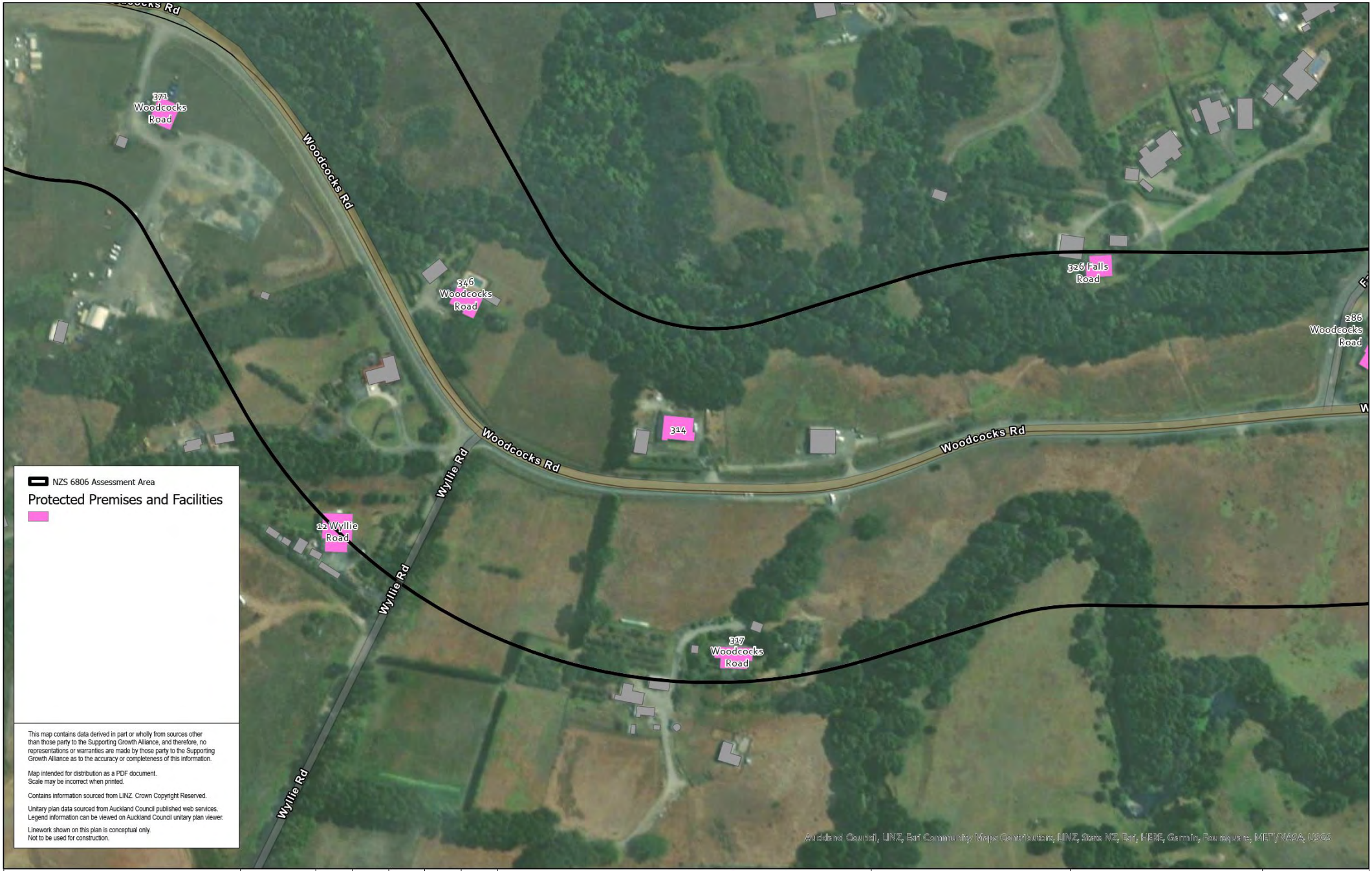
Woodcocks Rd
371 Woodcocks Road
346 Woodcocks Road
326 Falls Road
286 Woodcocks Road
314
Woodcocks Rd
Woodcocks Rd
Wyllie Rd
Wyllie Rd
Wyllie Rd
12 Wyllie Road
317 Woodcocks Road
NZS 6806 Assessment Area
Protected Premises and Facilities
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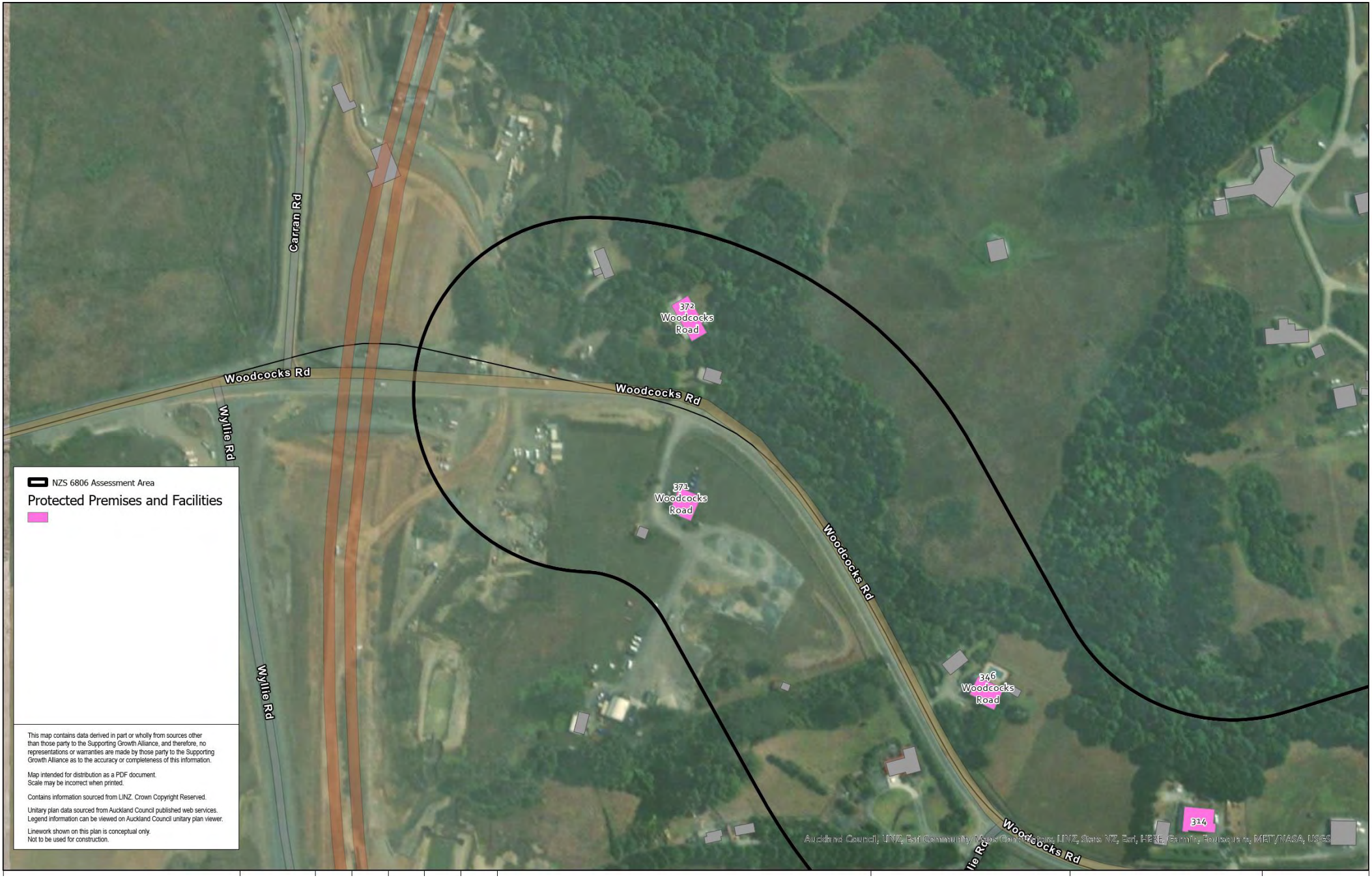
Carran Rd
Woodcocks Rd
Wylie Rd
372 Woodcocks Road
371 Woodcocks Road
346 Woodcocks Road
314
NZS 6806 Assessment Area
Protected Premises and Facilities
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Attachment C – Auckland Transport Designation Schedule North West and Designation 1495 Woodcocks Road – West Upgrade (Clean text)

Designation Schedule - Auckland Transport (1/3)

North and West

Number	Purpose	Location
1400	Service lane and car park	Leal Place, Manly
1401	Road	Hauiti Drive to Blue Gum Drive, Warkworth
~~1402~~	~~Weiti Crossing~~	~~East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparoa~~ Transferred to New Zealand Transport Agency (NZTA) on 30 October 2020
1403	Lapsed	
1404	Road widening	309, 388 – 402, 441, 454A, 455, 456, 473, 475, 510, 514A, 516A, 518, 520, 522A, 525, 527, 529, 540, 597, 601, 609, 611, 637, 640, 642a, 644a, 663, 722, 724, 726, 728, 736, 740, 742, 746, 748, 750A, 752, 756, 758, 760, 770A, 772A, 772, 774, 849, 851, 853A, 1073, 1075 Whangaparaoa Road, Whangaparaoa 2 Cedar Terrace, Whangaparaoa 1, 3, 5, 9 Brightside Road, Whangaparaoa 1 Penton Road, Whangaparaoa 1 Tower Hill, Whangaparaoa 1, 7 Homestead Road, Whangaparaoa 2 Ladies Mile, Whangaparaoa 1 Zita Avenue, Whangaparaoa 1, 2 Scott Road, Whangaparaoa 2 D'Oyly Drive, Whangaparaoa
1406	Car park	Wharf Street, Warkworth
1407	Road widening	Corner of Hudson Road and State Highway 1, Warkworth
1408	Public car park	7A Rawene Road and 204 Hinemoa Street, Birkenhead
1409	Public car park	21 Sunnyhaven Avenue, Beach Haven
1410	Public car park	29 Anzac Road, Browns Bays
1411	Public car park	5 Bute Road, Browns Bay
1412	Public car park	472 Beach Road, Murrays Bay
1413	Public car park	3 Montrose Terrace, Mairangi Bay
1414	Withdrawn	
1415	Public car park	1A Jutland Road, Hauraki
1416	Public car park	14 Huron Street, Takapuna
1417	Withdrawn	
1418	Public car park	139 Kitchener Street, Milford
1419	Public car park	3-5 Fleet Street, Devonport
1420	Constellation Bus Station	62 Parkway Drive, Albany
1421	Albany Bus Station	A250 Oteha Valley Road and 125 McClymonts Road, Albany
1422	Intersection upgrade to provide priority access to the North Shore Busway for buses/high occupancy vehicles	Onewa Road and Sylvan Avenue, Northcote
1423	Akoranga Station	20 Takapuna Landing, Takapuna
1424	Akoranga Station link road	Takapuna Landing, Takapuna

1425	Akoranga Pedestrian Overbridge	20 Takapuna Landing (Akoranga Station), Takapuna (over State Highway 1) to 72 Akoranga Drive (Akoranga Campus), Northcote
1426	Westlake Station	Shakespeare Road (adjoins No. 78 Taharoto Road), Takapuna
1427	Sunnynook Station	168Z Sunnynook Road, Sunnynook
1428	Constellation Drive Station	62 Parkway Drive, Rosedale
1429	Wairau Road / Taharoto Road transport corridor widening and associated works	7-15 Wairau Road and 78Z Taharoto Road, Milford, Part Allotment 103 Parish of Takapuna and Part Allotment 91 Parish of Takapuna (2 Wairau Road, Takapuna)
1430	Public off-street parking ...	23-27 Sir Peter Blake Parade, Bayswater
1431	Road widening	107 Chivalry Road, Glenfield
1432	Road widening	43, 47-51, 55, 59, 65, 69 and 106 Anzac Street, Takapuna
1433	Transport corridor	Fred Taylor Drive, Massey/Whenuapai
1434	Roading purposes	125A Metcalfe Road to 46 Ranui Station Road, Ranui
1435	Roading purposes	Waitemata Drive (over Birdwood Park) to Waitemata Drive West, Ranui
1436	Withdrawn	
1437	Transport corridor	Hobsonville Road, Hobsonville
1438	Public car parking purposes	16 Delta Avenue, New Lynn
1439	Roading access purposes	7 Fairbanks Place, Glendene
1441	Roading access purposes	35 Ranui Station Road, Ranui
1442	Service lane	342-344 Great North Road (Henderson Square A), Henderson
1443	Service lane	2 Railside Avenue (Henderson Square B), Henderson
1444	Service lane	McNaughton Way to 11 High Brown Drive, New Lynn
1445	Service lane	60 James Laurie Street to 240C-D Great North Road, Henderson
1446	Lapsed	
1447	Road widening purposes	2-16, 24-26, 28-30 Clark Street, New Lynn
1448	Road widening purposes	1-3 Edmonton Road, Henderson
1449	Road widening purposes	267-287, 290-300, 295-297A, 301-309, 304-318A, 311-325, 429-447, 450, 4004-4012, 4007-4035, 4018, 4022-4024, 4040-4048, 4052-4054, 4070, 4087-4131, 4092-4094, 4098 and 4104-4118A Great North Road, 1-3 West Coast Road, 1 and 2 Montel Avenue, 2 Blacklock Avenue and 1 Buscomb Avenue, Henderson to Te Atatu
1450	Lapsed	
1452	Road widening purposes	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue, Te Atatu
1453	Road widening purposes	2-14, 9-11, 17-35, 30, 40, 44-54, 45-49, 53, 58, 58-64, 65-171A, 68-68A, 74-114 and 118-160 Titirangi Road, 2 Margan Avenue and 1 and 2 Northall Road, Titirangi
1454	Road widening purposes	1-23, 2, 24-34, 25-33, 37-47, 53-59, 63A-141, 64-186, 198-274, 273-347, 282-312, 318-320, 326-360, 351A-409, 370-386 and 390-400 West Coast Road, 69-71 Clayburn Road and 1 Pleasant Road, Glen Eden
1455	Road widening purposes	1-25, 12-40, 37,47-55A, 52-54, 58, 78, 80A-82, 86-88, 92-94 Swanson Road, Henderson

1456	Withdrawn	
1457	Withdrawn	
1458	Public off-street parking ...	76 Swanson Road, Henderson
1459	Public off-street parking ...	2 Fenwick Avenue, Milford
1461	Public off-street parking ...	12 Channel View Road, Takapuna
1462	Withdrawn	
1463	Public off-street parking ...	20 Clarence Street, Devonport
1464	Withdrawn	
1465	Public off-street parking ...	85 Hurstmere Road, Takapuna
1466	Public off-street parking ...	41 Glenmall Road, Glen Eden
1467	Road widening	Hobsonville Road, Hobsonville
1468	Road widening	State Highway 16 (Westgate to Whenuapai)
1469	Road widening and improvement works.	Albany Highway, Albany
1470	The construction, operation and maintenance of a new road and improvements to the existing Gills Road.	Between Gills Road, Albany (south of Living Stream Road) to Oteha Valley Road (opposite Appian Way), from south of Living Stream Road along Gills Road to east of Lucas Creek bridge.
1471	Roading purposes	Between Mansel Drive and Falls Road, Warkworth.
1472	Withdrawn	
1473	Roading purposes	Land between Northside Drive West, Massey North and Trig Road, Whenuapai
1474	Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.	Glenvar Ridge Road, Long Bay
1476	Road – Medallion Drive Link	56 Fairview Avenue, Albany
1477	Road widening and improvement works.	Lincoln Road, Henderson
1478	Road – Matakana Road Link	State Highway 1 to Matakana Road, Warkworth
1479	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	Land from Argent Lane roundabout at the intersection with Old Pine Valley Road south through the properties of 10 and 36 Old Pine Valley Road, tying into the existing Pine Valley Road to the north of the property boundary with 1731 Dairy Flat Highway: • 10 Old Pine Valley Road (Sec 7 SO 315843, Sec 8 SO 315843, Pt Lot 5 DP 136559) • 36 Old Pine Valley Road (Lot 6 DP 136559) • The public road reserve between the parcels of land that form 10 Old Pine Valley Road.

1480	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	Dairy Flat Highway from the edge of the Northern Motorway northbound Silverdale off-ramp to the intersection of Dairy Flat Highway and Pine Valley Road, continuing up Pine Valley Road to the northern property boundary of 1731 Dairy Flat Highway: • 1687 Dairy Flat Highway (Lot 1 DP 131154) • 1700 Dairy Flat Highway (Pt Lot 1 DP 68886) • 1731 Dairy Flat Highway (Sec 5 SO 315843, Sec 6 SO 315843, Pt Lot 1 DP 101886) • 1732 Dairy Flat Highway (Pt Lot 2 DP 68886) • The public road reserve on Pine Valley Road and Dairy Flat Highway
1481	The construction, operation and maintenance of an arterial transport corridor.	Coatesville-Riverhead Highway between State Highway 16 and Riverhead Road
1482	The construction, operation and maintenance of an arterial transport corridor	West of Don Buck Road in Redhills
1483	The construction, operation and maintenance of a transport corridor	Extending Dunlop Road west from Fred Taylor Drive in Redhills
1484	The construction, operation and maintenance of an arterial transport corridor.	Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road
1485	The construction, operation, and maintenance of an arterial transport corridor	Old State Highway 1 in Warkworth between Fairwater Road and the Rural Urban Boundary.
1486	The construction, operation and maintenance of an arterial transport corridor.	Sandspit Road between the Hill Street intersection and the Rural Urban Boundary.
1487	The construction, operation and maintenance of a public transport hub, urban arterial transport corridor, park and ride facility and associated facilities.	Intersection of Old State Highway 1 and Te Honohono ki Tai (Matakana Link Road) to the first bridge crossing on the proposed Western Link – North.
1488	The construction, operation and maintenance of an arterial transport corridor and associated facilities.	In the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater

1489	The construction, operation and maintenance of an upgrade to Dairy Flat Highway for active mode facilities, safety improvements and associated facilities.	Dairy Flat Highway between Durey Road in Dairy Flat and Albany village
1490	The construction, operation and maintenance of an arterial transport corridor and associated facilities.	Between Dairy Flat Highway (at the intersection of Kahikatea Flat Road) and Wilks Road, Dairy Flat
1491	The construction, operation and maintenance of an upgrade and extension to Bawden Road to an arterial transport corridor and associated facilities.	Bawden Road between Dairy Flat Highway in Dairy Flat and State Highway 1 at the Ō Mahurangi Penlink (Redvale) Interchange
1492	The construction, operation and maintenance of an upgrade to East Coast Road to an arterial transport corridor and associated facilities.	East Coast Road between Hibiscus Coast Highway in Silverdale and Ō Mahurangi Penlink (Redvale) Interchange
1493	The construction, operation and maintenance, and improvement of a public transport station, facilities, and associated infrastructure.	Gunton Drive, Westgate (SEC 44 SO 430649, SECT 1 SO 596944)
1494	The construction, operation and maintenance of a transport corridor.	Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road.
1495	The construction, operation and maintenance of an arterial transport corridor.	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)

1495 Woodcocks Road – West Upgrade

Designation Number	1495
Requiring Authority	Auckland Transport
Location	Woodcocks Road in Warkworth between Mansel Drive and Ara Tūnono (Puhoi to Warkworth)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

The construction, operation and maintenance of an arterial transport corridor.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes: • schools and outdoor education facilities; and · • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: • care centres; and • tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting); (i) earthworks associated with enabling works
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: (a) Ngāti Manuhiri (b) Ngāti Maru (c) Ngāti Tamatera (d) Ngāti Whanaunga

	(e) Te Ākitai Waiohua (f) Ngai Tai Ki Tamaki (g) Ngāti Whātua o Kaipara (h) Ngāti Paoa Trust Board (i) Te Kawerau a Maki (j) Te Runanga o Ngāti Whātua (k) Te Patu Kirikiri (l) Ngāti Paoa Iwi Trust. **Note:** other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: *Acoustics – Road-traffic noise – New and altered roads*
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) Network Utility Operators.
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	**Activity in General Accordance with Plans and Information** (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	**Project Information** (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
3.	**Land use Integration Process** (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and

	(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. (ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii) (iii) the timing of any designation review under Condition 5 or in response to information received through Condition 3(b)(ii) (iv) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (v) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA. (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
4.	**Stakeholder Communication and Engagement** (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
5.	**Designation Review** (a) As soon as reasonably practicable following Completion of Construction the Requiring Authority shall:

	(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	**Lapse** In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
7.	**Network Utility Operators and Auckland Council (Section 176 Approval)** (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
8.	**Outline Plan** (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; (vii) Network Integration Management Plan; (viii) Network Utilities Management Plan; and (ix) Tree Management Plan
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;

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

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

13.	**Cultural Advisory Report** (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 15 - 17), HHMP (Condition 26) and the CMP (Condition 20). (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 13(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
14.	**Network Integration Management Plan (NIMP)** (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 road controlling authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the Project will integrate with the planned transport network within the Warkworth growth area to achieve an effective, efficient and safe land transport system. (b) To achieve the objective, the NIMP shall include details of the: (i) project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) sequencing of the Project with the planned transport network, including both design, management and operational matters.
15.	**Urban and Landscape Design Management Plan (ULDMP)** (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and

	(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 13 may be reflected in the ULDMP (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.
16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version; and (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.
17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;

	(ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features B. driveways; C. accessways; and D. fences (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and EMP. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, D. Riparian margins and open space zones; E. identification of any planting requirements under the EMP (Condition 28) and TMP (Condition 29); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Construction Conditions	
18.	**Construction Environmental Management Plan (CEMP)** (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include:

	(i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
19.	**Complaints Register** (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
20.	**Cultural Monitoring Plan (CMP)** (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;

	(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP. **Advice note:** Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.
21.	**Construction Traffic Management Plan (CTMP)** (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (v) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vi) 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; (vii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (viii) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (ix) details of any measures proposed to be implemented in the event of thresholds identified in (viii) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version;

(d) Particular consideration is to be given to the Hill Street intersection (being the intersection of Old State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place.

22. Construction Noise Standards

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

Table 22-1 Construction Noise Standards

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

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

23. Construction Vibration Standards

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

Table 23-1 Construction Vibration Standards

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

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

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

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

24.	**Construction Noise and Vibration Management Plan (CNVMP)** (a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. (b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
25.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:

	A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of certification has been received. (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
26.	**Historic Heritage Management Plan (HHMP)** (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the designation to inform detailed design;

(iii) known historic heritage places and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;

(iv) any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded;

(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;

(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;

(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;

(viii) methods to acknowledge cultural values identified through Condition 13 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;

(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the designation during Construction Works as far as practicable. These methods shall include, but are not limited to:

A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;

B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and

C. training requirements and inductions for contractors and subcontractors on historic heritage places within the designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 13).

Advice note:

Accidental Discoveries

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP

27.	**Pre-Construction Ecological Survey** (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 4 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).
28.	**Ecological Management Plan (EMP)** (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for 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. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise, 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 (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include: a. identification of areas and timeframes for establishment of advance restoration / mitigation planting (including suitable indigenous or exotic trees or artificial alternatives) taking into account land ownership, accessibility and the timing of available funding; b. details of measures to manage the effects of light spill on bat connectivity as far as practicable. E. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(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;
B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; and
C. where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and
D. details of grass maintenance if Pipit are present.

(iii) If an EMP is required in accordance with Condition 27(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 50m of any construction area (including laydown areas). Measures could include:
a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction Works within the 20m nesting buffer areas should 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 and Experienced Person;
c. minimising the disturbance from the works if Construction Works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;
d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and
e. minimising light spill from construction areas into Wetlands.

	E. Details on any mitigation required to address any potential operational disturbance. (c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. **Advice note:** Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. bats, avifauna).
29.	**Tree Management Plan (TMP)** (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 5. (b) To achieve the objective, the TMP shall: (i) confirm that the trees listed in Schedule 5 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 5. This may include: A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees. (c) Where replacement planting of any tree listed in Schedule 5 is required under (b)(ii)(a) it shall be at a ratio of 2:1 for Single Trees and a minimum of like for like (in m^2) for Group of Trees.
30.	**Network Utility Management Plan (NUMP)** (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum;

	(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Operational conditions	
31.	**Low Noise Road Surface** (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
32.	**Future Resurfacing Work** (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 32(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 33 to Condition 44: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 6: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;

	(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 6: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 31; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
33.	The Noise Criteria Categories identified in Schedule 6: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 6: Identified PPFs Noise Criteria Categories For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 6: PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or

	(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 39, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 40, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 40 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

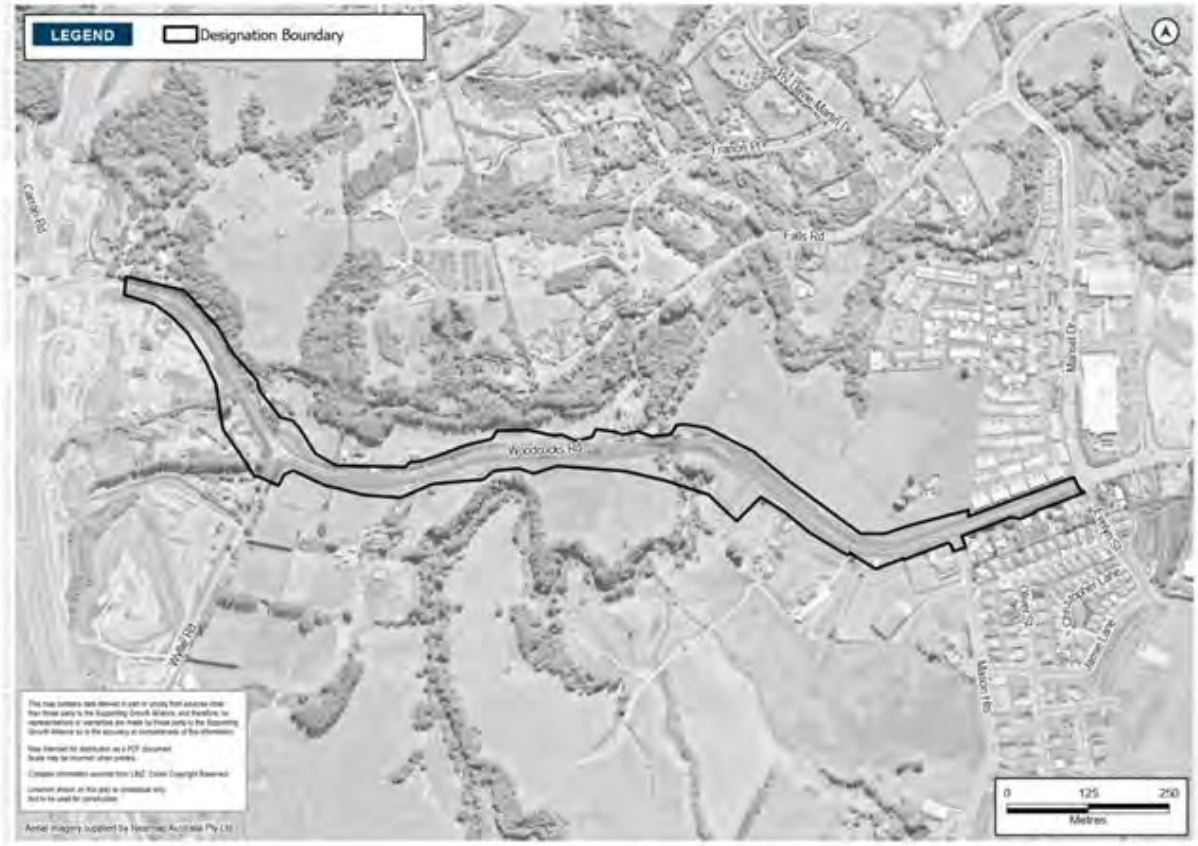
Attachments

Schedule 1: General Accordance Plans and Information

Project Description
The proposed work is the construction, operation, and maintenance of an upgrade to the existing rural section of the Woodcocks Road corridor from the interchange with Te Ara Tūhono (Puhoi to Warkworth) motorway in the west to the Mansel Drive intersection in the east to an urban arterial with active mode facilities. The proposed work is shown in the following Concept Plan and includes:

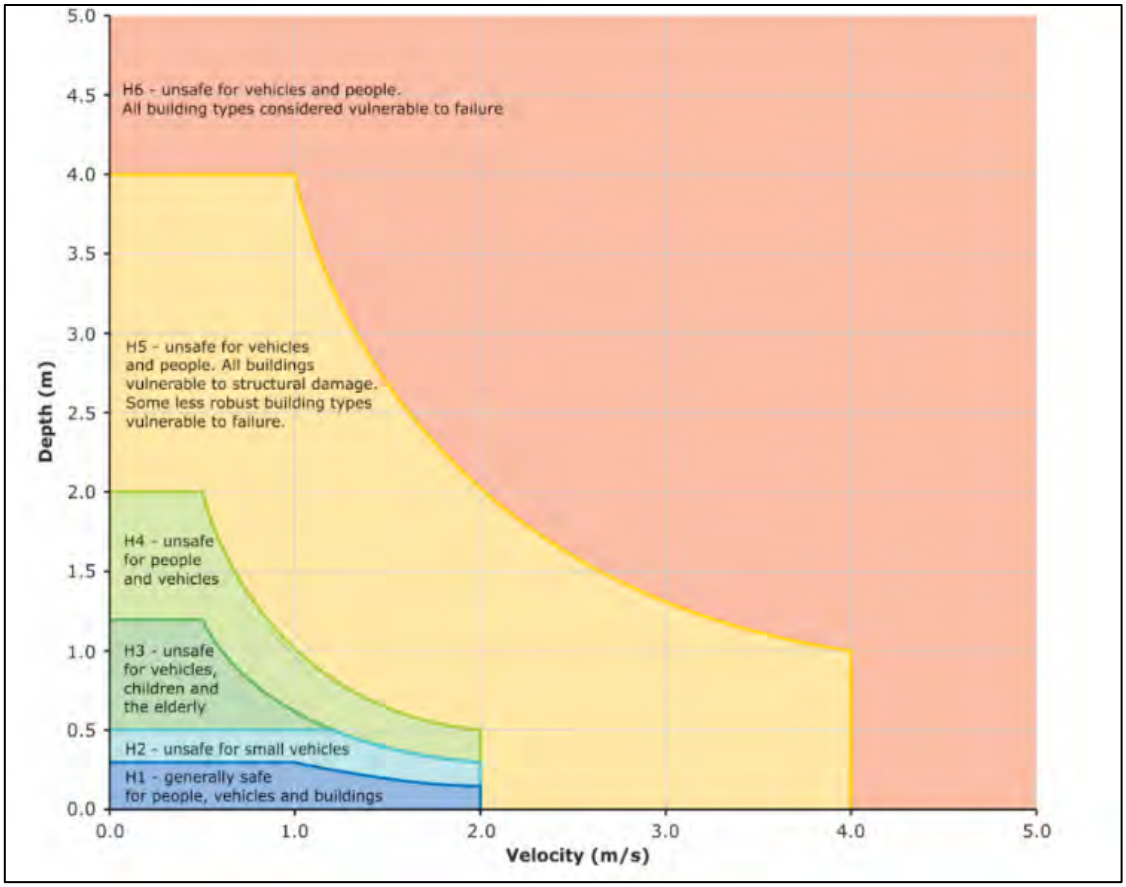
- Upgrading the corridor to an urban arterial with walking and cycling facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes to enable widening of the corridor, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

Concept Plan



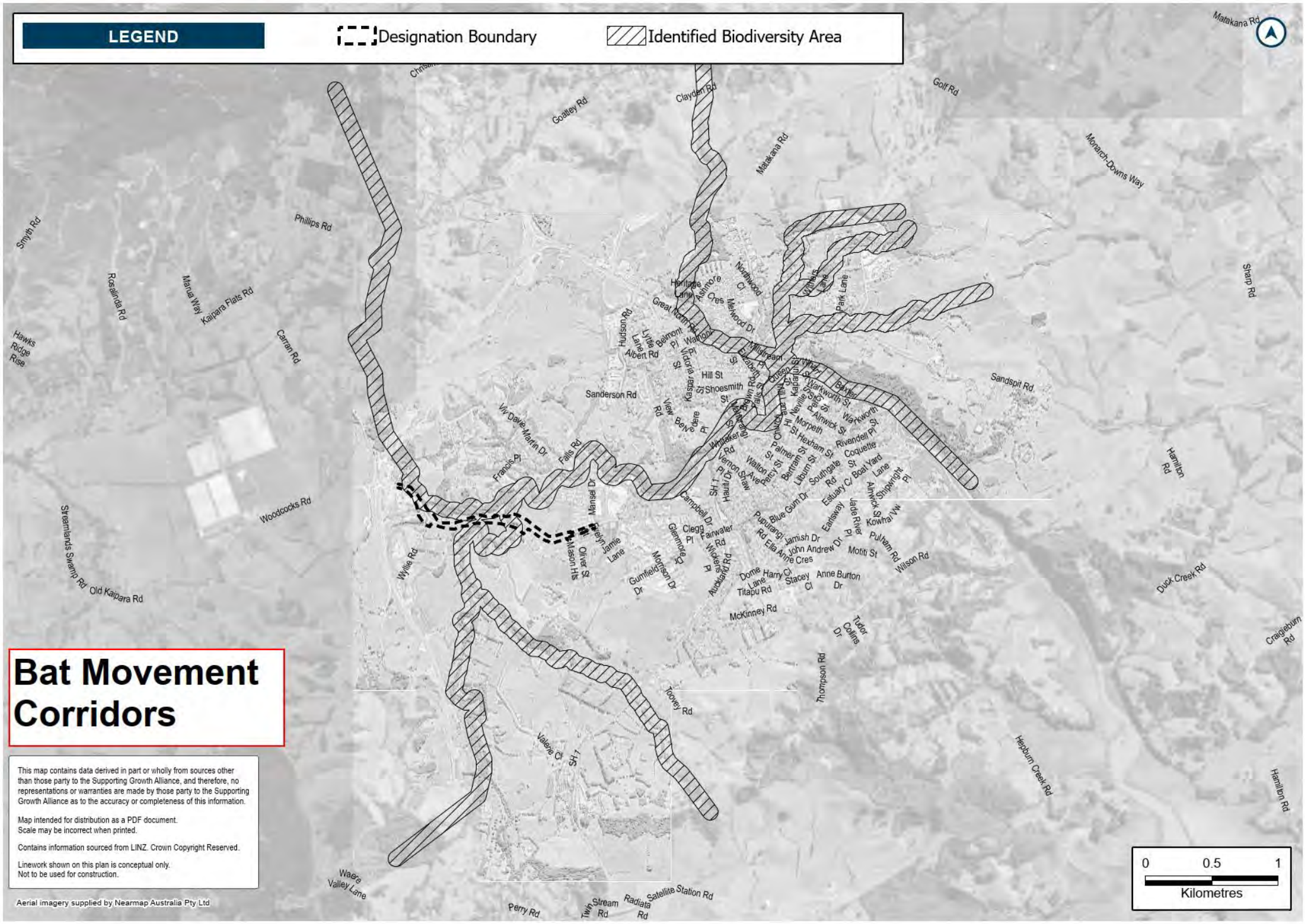
Schedule 2: Flood Hazard Class

The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds.
The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate.



Source: Australian Rainfall and Runoff, Book 6, 2019

Schedule 3: Identified Biodiversity Areas


LEGEND
Designation Boundary
Identified Biodiversity Area
Bat Movement Corridors
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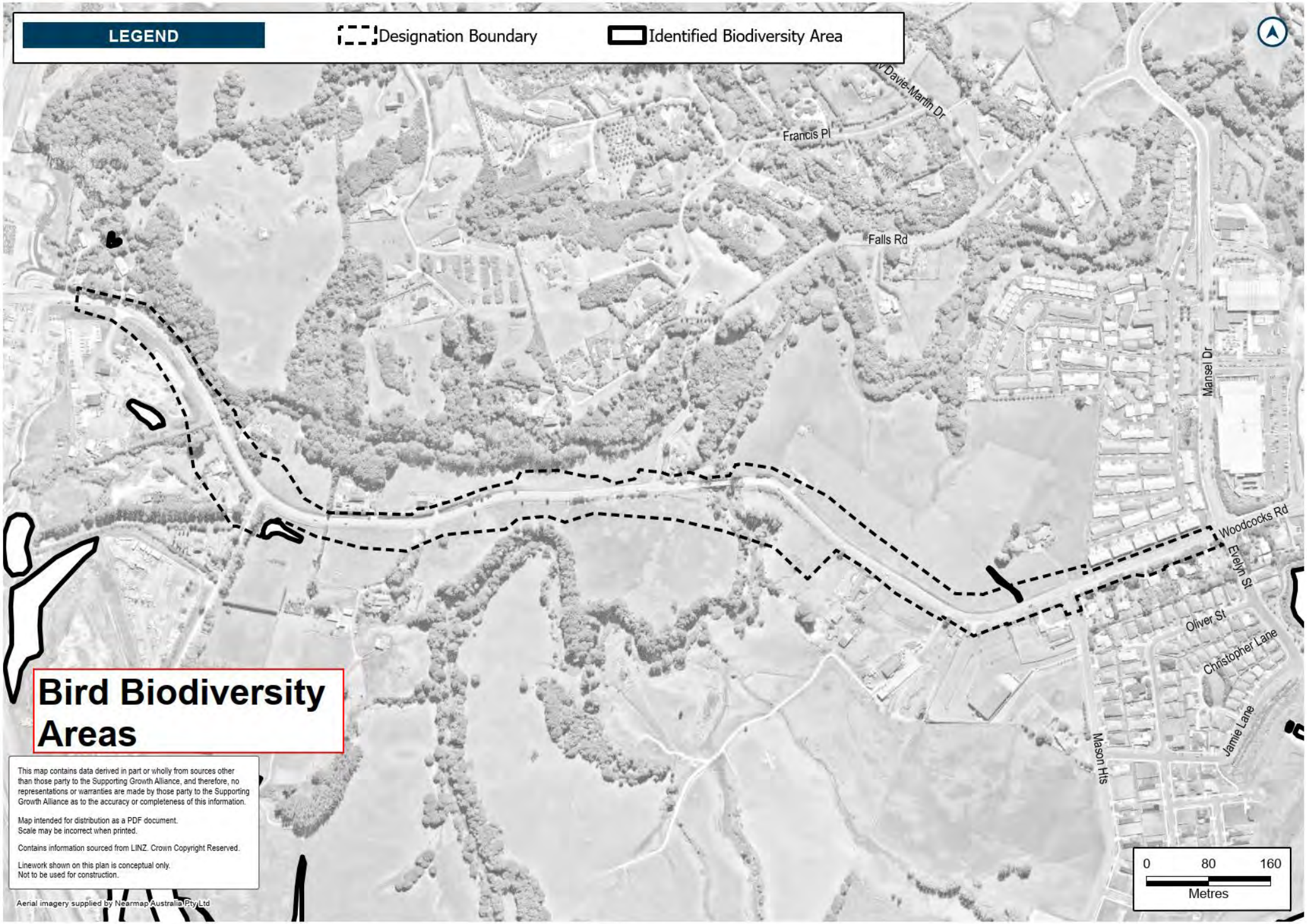
Aerial imagery supplied by Nearmap Australia Pty Ltd
0
0.5
1
Kilometres
Matakana Rd
Golf Rd
Monarch Downs Way
Sandspit Rd
Sharp Rd
Hamilton Rd
Duck Creek Rd
Craigieburn Rd
Hepburn Creek Rd
Thompson Rd
Tooley Rd
McKinney Rd
Satellite Station Rd
Radiata Rd
Twin Stream Rd
Perry Rd
Waerg Valley Lane
Valerie Cl
SH1
Wyllie Rd
Old Kaipara Rd
Streamlands Swamp Rd
Woodcocks Rd
Carran Rd
Kaipara Flats Rd
Manua Way
Rosalinda Rd
Smyth Rd
Hawks Ridge Rise
Phillips Rd
Goatley Rd
Clayden Rd
Sanderson Rd
Falls Rd
Mansel Dr
Park Lane
Hill St
Shoesmith St
Hamilton Rd



Bird Biodiversity Areas

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Schedule 4: Table 10 of the 2018 EIANZ Guidelines

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 5: Trees

Tree No.	Vegetation Type	Protection	Species	Age
201	Group of Trees	Road Reserve	Totara and Poplar, mixed shrubs	Semi-mature
202	Group of Trees	Road Reserve	Exotic and native shrubs / hedge / small Totara	Young-semi-mature

Name of Map: SGA-GH-Wa-024-Arboriculture

Path: P:\381380\834\TG\01 Map\06 ArcGIS Pro\01 Warkworth\SGA_WW_Figures_for_AEE_Ben_Temp.aprx

LEGEND

Tree/Group of Trees

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0 25 50
Metres

Schedule 6: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
372 Woodcocks Road	Altered Road	Category A
371 Woodcocks Road	Altered Road	Category A
100 Woodcocks Road	Altered Road	Category A
2 Mason Heights	Altered Road	Category A
1 Mason Heights	Altered Road	Category A
18 Oliver Street	Altered Road	Category A
10 Oliver Street	Altered Road	Category A
12 Oliver Street	Altered Road	Category A
14 Oliver Street	Altered Road	Category A
16 Oliver Street	Altered Road	Category A
20 Oliver Street	Altered Road	Category A
3 Mason Heights	Altered Road	Category A
22 Oliver Street	Altered Road	Category A
8 Oliver Street	Altered Road	Category A
6 Oliver Street	Altered Road	Category A
4 Oliver Street	Altered Road	Category A
6 Evelyn Street	Altered Road	Category A
7 Evelyn Street	Altered Road	Category A
5 Evelyn Street	Altered Road	Category A
85 Woodcocks Road	Altered Road	Category A
83 Woodcocks Road	Altered Road	Category A
127 Woodcocks Road	Altered Road	Category A
317 Woodcocks Road	Altered Road	Category A

153 Woodcocks Road	Altered Road	Category A
172A Woodcocks Road	Altered Road	Category A
286 Woodcocks Road	Altered Road	Category A
326 Falls Road	Altered Road	Category A
314 Woodcocks Road	Altered Road	Category A
346 Woodcocks Road	Altered Road	Category A
12 Wyllie Road	Altered Road	Category A
125 Woodcocks Road	Altered Road	Category A
87 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
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86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A
86-94 Woodcocks Road	Altered Road	Category A

105 Woodcocks Road	Altered Road	Category A
101-103 Woodcocks Road	Altered Road	Category A
111 Woodcocks Road	Altered Road	Category A
99 Woodcocks Road	Altered Road	Category A
97 Woodcocks Road	Altered Road	Category A
95 Woodcocks Road	Altered Road	Category A

NZS 6806 Assessment Area
Protected Premises and Facilities
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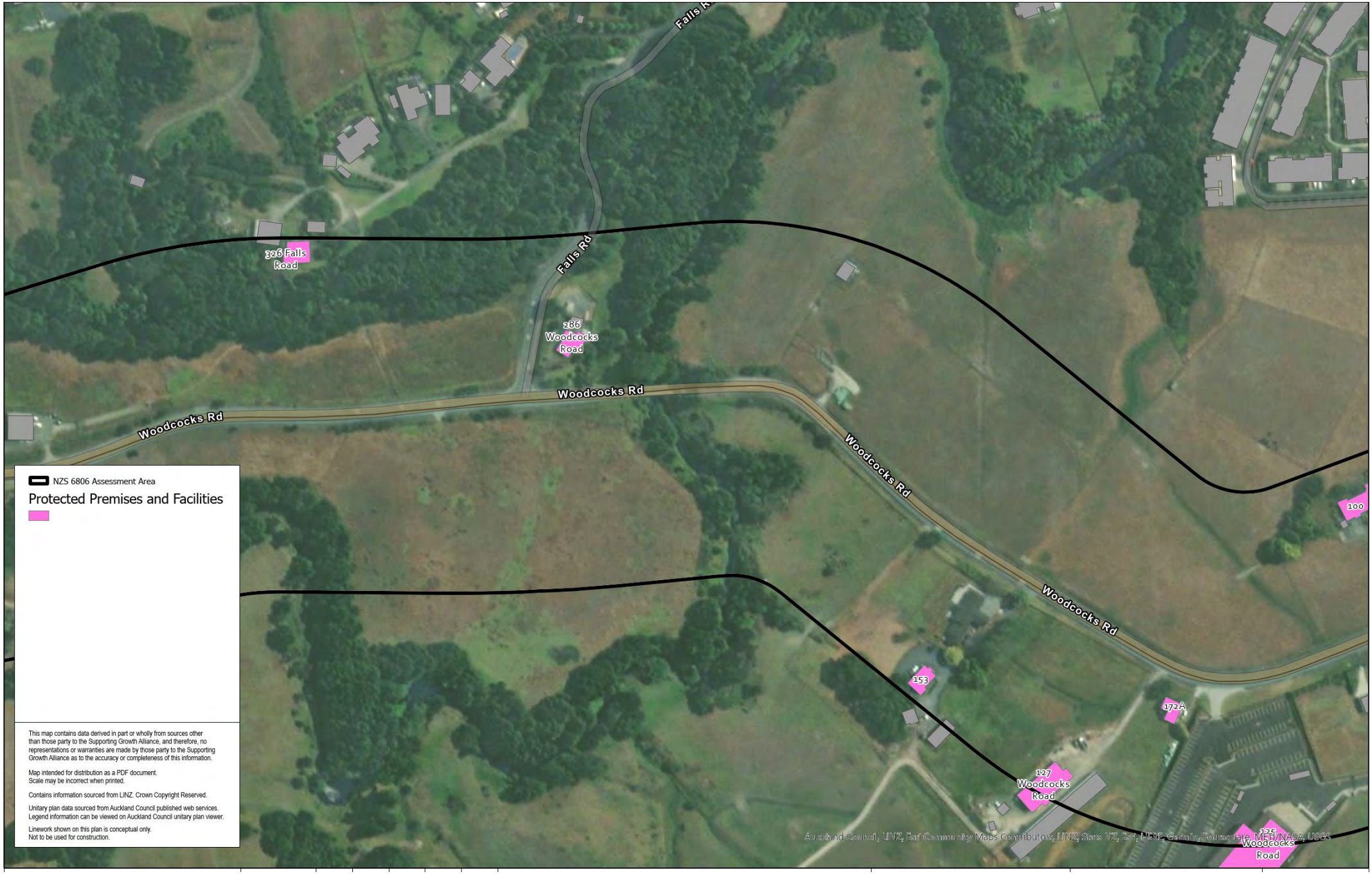
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Mansel Dr
Mason Hts
Oliver St
Oliver St
Evelyn St
Christopher Ln
Jamie Ln
Jamie Ln
86-94
100
172A
125 Woodcocks Road
2 Mason Heights
3 Mason Heights
1 Mason Heights
111 Woodcocks Road
105 Woodcocks Road
20 Oliver Street
18 Oliver Street
16 Oliver Street
14 Oliver Street
12 Oliver Street
10 Oliver Street
8 Oliver Street
6 Oliver Street
4 Oliver Street
22 Oliver Street
101-103 Woodcocks Road
99 Woodcocks Road
97 Woodcocks Road
95 Woodcocks Road
87 Woodcocks Road
85 Woodcocks Road
83 Woodcocks Road
5 Evelyn Street
6 Evelyn Street
7 Evelyn Street
Auckland Council, HERE, Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS


Falls Rd
326 Falls Road
Falls Rd
286 Woodcocks Road
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
Woodcocks Rd
100
153
172A
127 Woodcocks Road
125 Woodcocks Road
NZS 6806 Assessment Area
Protected Premises and Facilities
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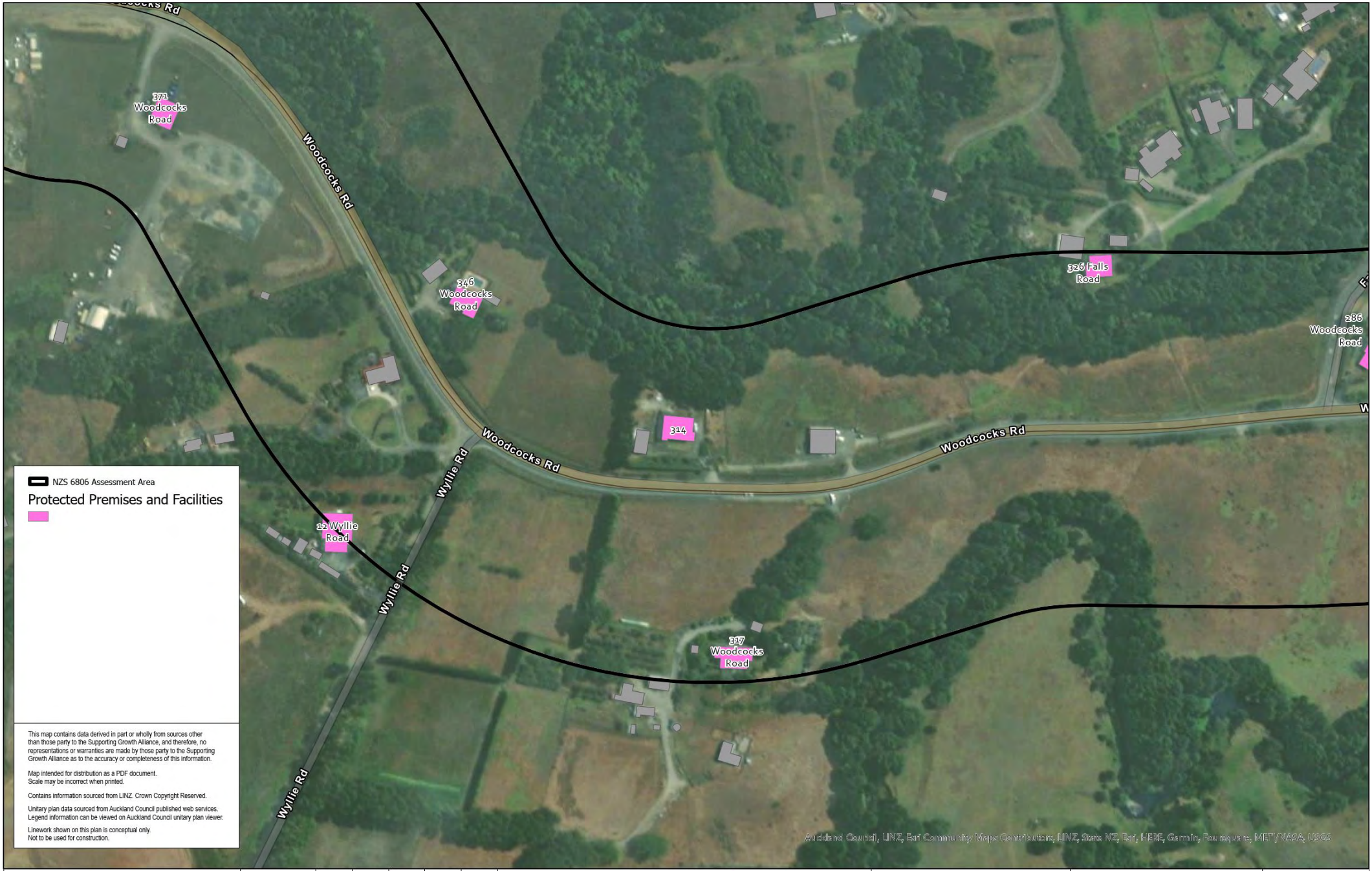
371 Woodcocks Road
Woodcocks Rd
346 Woodcocks Road
326 Falls Road
286 Woodcocks Road
314
Woodcocks Rd
Woodcocks Rd
Wyllie Rd
Wyllie Rd
Wyllie Rd
12 Wyllie Road
317 Woodcocks Road
NZS 6806 Assessment Area
Protected Premises and Facilities
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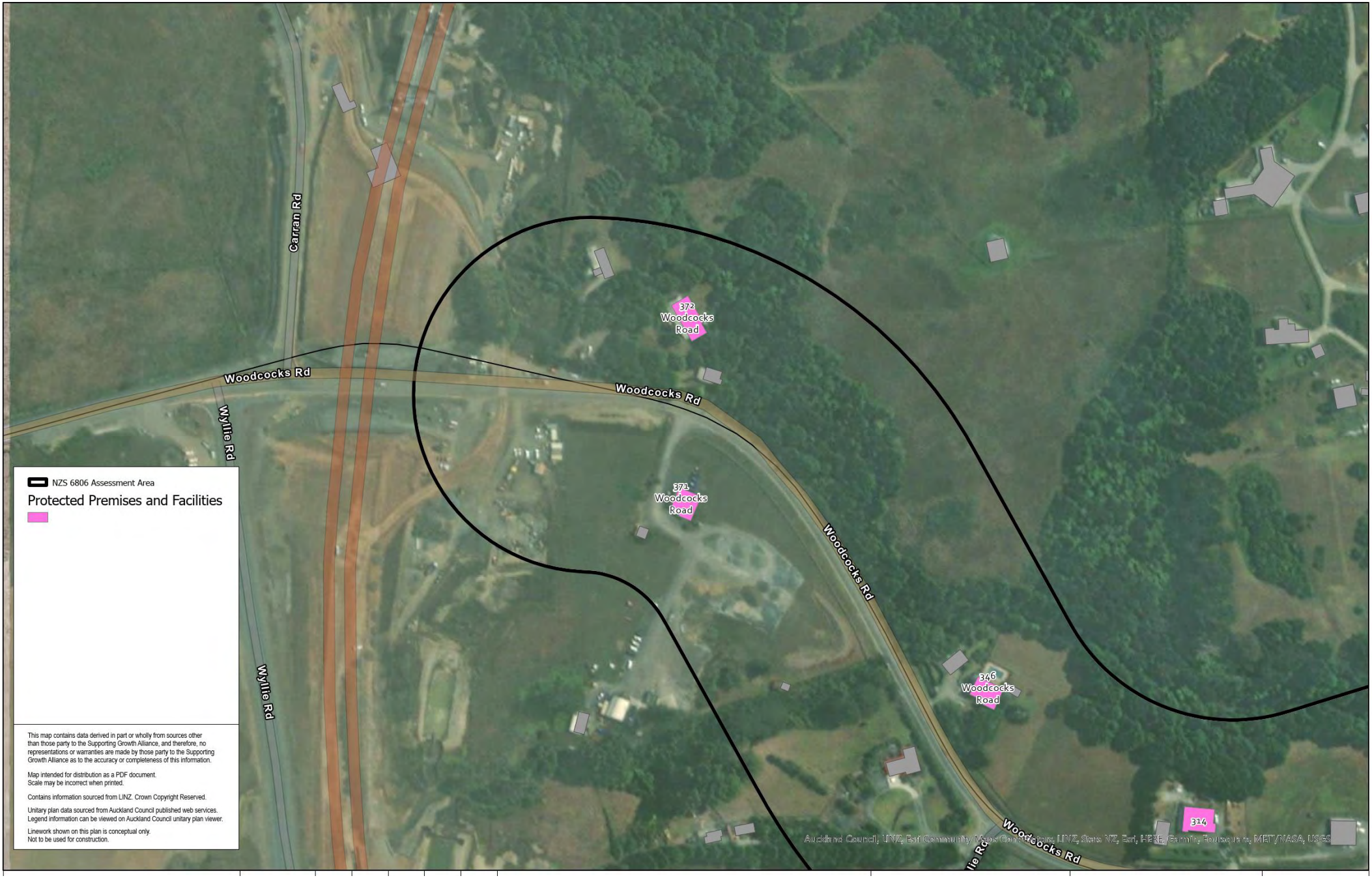
Carran Rd
Woodcocks Rd
Wylie Rd
372 Woodcocks Road
371 Woodcocks Road
346 Woodcocks Road
314
NZS 6806 Assessment Area
Protected Premises and Facilities
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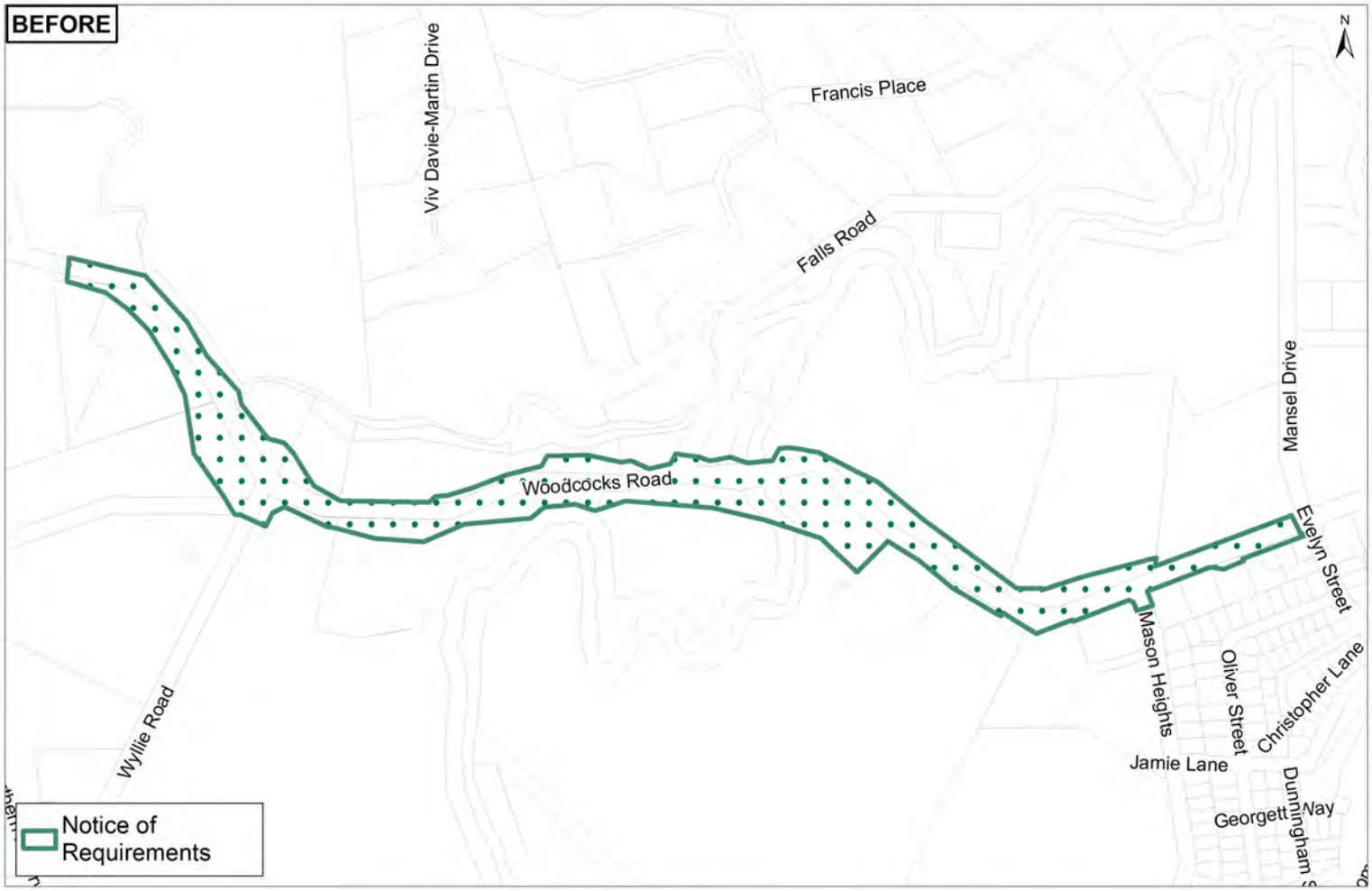
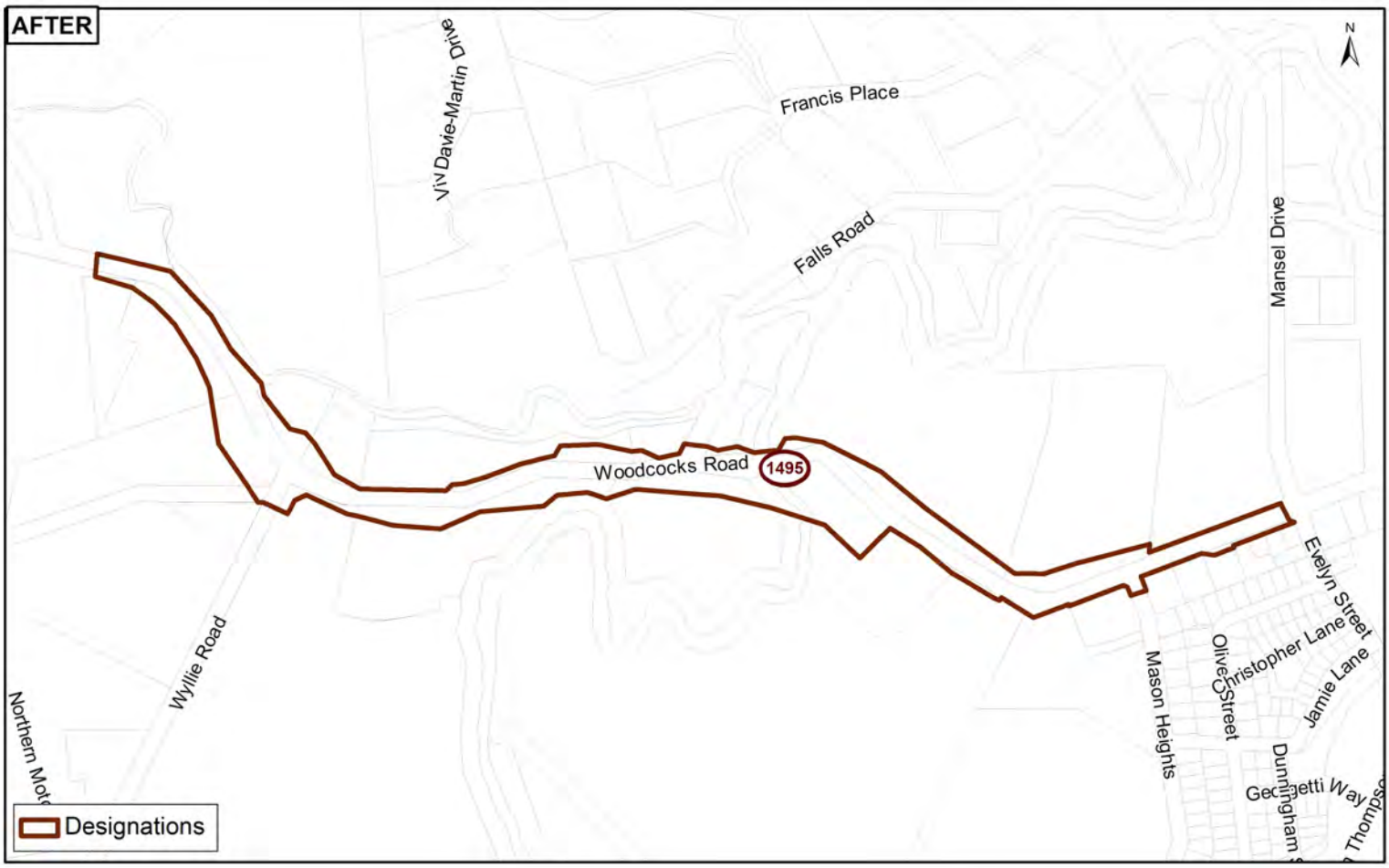
Attachment D – Updated AUP(OIP) GIS Viewer





0 65 130 260 M

Designation 1495 – Woodcocks Road – West Upgrade

Auckland Council
Te Kaunihera o Tāmaki Makaurau
Plans and Places

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Date: 4/07/2025

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