

# Memo

Date: 27 November 2025

To: Celia Davidson – Manager, Planning Central and South  
From: Vanessa Leddra – Policy Planner – Planning - Central/South

Subject: **Plan Modification: Clause 20A modification to Auckland Unitary Plan**



Corrections are required to the Auckland Unitary Plan (Operative in Part) 2016 (the AUP).

I seek your approval of this plan modification pursuant to clause 20A, first schedule, Resource Management Act 1991.

You have delegated authority, as a tier four manager, to make a decision to correct an error to an operative plan under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

<b>Rule or Section of Unitary Plan</b>	Chapter K – Designation 6786 – Mill Road - Redoubt Road Corridor Project
<b>Subject Site (if applicable)</b>	Parts of Redoubt Road, Mill Road and Murphy's Road
<b>Legal Description (if applicable)</b>	
<b>Nature of change</b>	<p>A Clause 20A modification is required to correct Designation 6786 in the AUP.</p> <p><b>Discussion</b></p> <p>Auckland Transport [AT] was the original requiring authority for the Mill Road - Redoubt Road Corridor Project. There were three Notices of Requirements lodged in October 2014. AT confirmed the recommendation for this designation [#1836] on 31 March 2016, subject to conditions.</p> <p>In October 2025, a request to transfer the responsibility for Designation 1836 Mill Road - Redoubt Road Corridor Project from AT to New Zealand Transport Agency [NZTA] was received. NZTA now have financial responsibility and are delivering the project as part of the Roads of National Significance package.</p> <p>The transfer of responsibility from AT to NZTA was recently confirmed and a new NZTA designation #6786 was added to the Chapter K Designations and NZTA's schedule in the Auckland Unitary Plan [AUP]. The AUP was accordingly updated on 14 November 2025.</p> <p>The conditions attached to the designation in the AUP are as set out in #1836 when under AT's responsibility and now under #6786 with NZTA as the Requiring Authority, are as per the settled final decision.</p> <p>As with all designations in the AUP, the designation appears in the AUP maps viewer in a 'scale-able' form.</p>

	<p>NZTA in an email to Auckland Council dated 29 October 2025 sought that a copy of a designation map provided by NZTA [see Attachment 1] should be inserted under the definitions at the beginning of the designation.</p> <p>This designation map would, it is thought, visually and spatially assist in better describing the extent of the three parts of designation 6786.</p>
<b>Effect of change</b>	<p>The effect of the modification to insert a designation map showing the three parts of the designation is considered to be minor in nature. NZTA sought that greater clarity be provided re: the three parts of the designation shown in the AUP designation appendix.</p> <p>The correction does not change the designation itself or the intent or detail of the provisions.</p> <p>Noting, as stated above, that the extent of the designation can be found in the AUP viewer maps in 'scale-able' detail, the insertion of a designation map as proposed provides a little more clarity around location and extent.</p> <p>The modification is considered administrative in nature and would not affect the rights of members of the public. It is therefore considered neutral.</p> <p>Therefore, it is considered that this map insertion can be done via a First Schedule clause 20A modification to the AUP.</p>
<b>Changes required to be made (text/in-text diagrams)</b>	Amend Chapter K – Schedules and Designations (NZTA) Designation 6786 in the Operative in Part version.
<b>Changes required to be made (maps)</b>	N/A
<b>Attachments</b>	<p>Attachment 1: Designation map provided by NZTA</p> <p>Attachment 2: Correction to conditions (insertion of designation map) (strikethrough/underscore)</p> <p>Attachment 3: Corrected conditions (Insertion of designation map) (clean)</p>

<b>Prepared by:</b> Vanessa Leddra Policy Planner Planning - Central/South	<b>Text Entered by:</b> Bronnie Styles Planning Technician
<b>Signature:</b> 	<b>Signature:</b> 
<b>Maps prepared by:</b> N/A Geospatial Analyst	<b>Reviewed by:</b> Craig Cairncross Team Leader – Planning, Central/South
<b>Signature:</b>	<b>Signature:</b> 
<b>Decision:</b> I agree to authorise the Clause 20A modification using my delegated authority  Celia Davison Manager Planning – Central/South Date: 8 /11/2025	
<b>Signature:</b> 	

## **Attachment 1**

**Designation map provided by NZTA**



### **Attachment 3**

**Correction to conditions (insertion of designation map)  
(~~strikethrough~~/underscore)**



## 6786 Mill Road-Redoubt Road Corridor Project

Designation Number	6786
Requiring Authority	New Zealand Transport Agency
Location	Parts of Redoubt Road, Mill Road and Murphy's Road
Rollover Designation	Yes
Legacy Reference	Designation 321, Auckland Council District Plan (Manukau Section) 2002; Designation 50, Auckland Council District Plan (Papakura Section) 1999
Lapse Date	Various. See conditions for details

## Purpose

The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.

## Conditions

### DEFINITIONS



## DESIGNATIONS 1, 2 AND 3

### **Consult Consulting Consultation**

The process of providing information about the construction works, and receiving for consideration, information from stakeholders directly affected and affected in proximity parties, regarding those effects and proposals for the management and mitigation of them.

## DESIGNATIONS 1, 2 AND 3

### **Fully operational traffic lane**

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

## DESIGNATIONS 1, 2 AND 3

### **Two way access**

Access into and out from a site or a road. This access may include restrictions (e.g. left in, left out) where these are specified within the relevant conditions.

## DESIGNATIONS 1, 2 AND 3

### **Best practicable option**

Has the meaning under the Resource Management Act 1991; as follows:

**Best practicable option**, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to—

- (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and
- (b) the financial implications, and the effects on the environment, of that option when compared with other options; and
- (c) the current state of technical knowledge and the likelihood that the option can be successfully applied.

## DESIGNATIONS 1, 2 AND 3

### **Highly Sensitive Air Pollution Land Use**

This includes a location where people and surroundings may be particularly sensitive to the effects of air pollution. These include residential houses, hospitals, schools, early childhood centres, childcare facilities, rest homes, residential properties, premises primarily used as temporary accommodation (such as hotels, motels and camping grounds), open space used for recreation, the conservation estate, marae and other similar cultural facilities.

## DESIGNATION 1, 2 AND 3

### **Historic Heritage**

This includes heritage buildings, sites and places identified in the New Zealand Heritage List, the Auckland Council Cultural Heritage Inventory, the NZAA Site Record File, or in the Auckland Council District Plan (Manukau or Papakura Sections), or in the Proposed Auckland Unitary Plan (for heritage rules currently with legal effect) or as specifically identified in conditions.



## DESIGNATION 1, 2 AND 3

### **Mana Whenua**

Mana whenua for the purpose of this designation 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 Redoubt Road - Mill Road Corridor Project:

- Te Akitai Waiohū
- Ngāti Tamaoho
- Ngai Tai ki Tamaki
- Ngāti Te Ata
- Ngāti Paoa

## DESIGNATION 1, 2 AND 3

### **Material change**

Material change will include amendment to any base information informing the CEMP(s) or other Plans (including Delivery Work Plans and other Management Plans) or any process, procedure or method of the CEMP(s) or other Plan which has the potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

## DESIGNATION 1, 2 AND 3

### **Delivery Work Plans**

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- a) Transport, Access and Parking;
- b) Construction noise and vibration;
- c) Historic Heritage;
- d) Urban Design and Landscape
- e) Ecological management and restoration;
- f) Social Impact and Business Disruption;
- g) Air quality;
- h) Contamination.

## ABBREVIATIONS

CEMP	Construction Environmental Management Plan
DWP	Delivery Work Plan
NoR	Notice of Requirement
SEP	Stakeholder Engagement Plan
SIMP	Social Impact Management Plan

## General Conditions

### DESIGNATIONS 1, 2 AND 3

#### Condition number 1

Except as modified by the conditions below and subject to final detailed design, the Redoubt Road - Mill Road Corridor Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 24 October 2014 and supporting documents being:

- a) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated October 2014);
- b) Supporting environmental assessment reports (contained in Volume 2 of the Notice of Requirement suite of documents);
- c) The Preliminary Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated September 2014);
- d) Plan sets:
  - i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated October 2014);
  - ii) Plans contained in Volume 3 of the Notice of Requirement suite of documents, dated October 2014);
  - iii) Plan 60317081-SKE-30-0000-C-0065 Rev A which details retaining walls on Murphys Road in proximity to the Thomas Road intersection.

iv) Plan 60317081-SHT-30-0000-CD-0514 Rev F dated 15 August 2016 which details the area of land required for Wetland 7 at 125 Murphys Road.

v) Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016 showing the bridge design for 146 Mill Road and including a steel bridge of 40 metre span.

The north-eastern abutment and piles and south-western abutment and piles shall not be closer to the bottom of the gully than depicted on Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016. The underside of the bridge shall be painted in as light a colour as is reasonably practicable to encourage light conditions for understorey vegetation.

vi) Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016 which details access arrangements in the vicinity of the intersection of Alfriston Road and Mill Road.

### DESIGNATION 1 AND 2

#### Condition 2: Lapse Dates

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), designation NoRs 1 and 2 shall lapse if not given effect to within 10 years from the date on which they are confirmed.

## DESIGNATION 3

2.2 In accordance with section 184(1) of the RMA, designation NoR 3 shall lapse if not given effect to within 15 years from the date on which it is confirmed.

## DESIGNATION 1, 2 AND 3

### Condition 3

3.1 On an on-going basis as design progresses, and as soon as reasonably practicable but no later than 12 months from the date of the relevant section of the Redoubt Road - Mill Road Corridor Project becoming operational, the Requiring Authority shall:

- a) Identify any areas of the Redoubt Road - Mill Road Corridor designation that are no longer necessary for the on-going operation, on-going maintenance or for on-going mitigation measures; and
- b) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in a) above.

## DESIGNATION 1, 2 AND 3

### Condition 3A: Kauri dieback hygiene controls

3A.1 All equipment and footwear which is to be used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of a suitably experienced arborist ('Nominated Arborist') prior to arrival on site.

3A.2 All equipment and footwear used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist prior to removal from those locations.

3A.3 For the avoidance of doubt, in this condition "equipment" includes, but is not limited to, excavator buckets and tracks, shovels, picks, wheel barrows, drilling apparatus, augurs, and any other ground penetrating tools or equipment.

3A.4 Any soil material which is required to be removed from within 30 metres of a New Zealand Kauri, or any Elm material or soil from the root zone of any Elm tree, shall remain on site, or be transported to a landfill site (which is not a transfer station) and buried within the ground as a controlled bury.

3A.5 Where any material for the purposes of condition 3A(d) is to be loaded onto the back of an open top vehicle, the material shall be covered with a tarpaulin (or similar cover) to prevent the soil from leaving the vehicle whilst it is in motion. The tarpaulin (or similar cover) must be buried with the soil material. After the material has been emptied from the vehicle, the areas of the vehicle which were exposed to the material shall be washed with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist.

## **Pre-Construction Conditions**

## DESIGNATIONS 1, 2 AND 3

### Condition 4: Network Utility Operators

4.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the Redoubt Road - Mill Road Corridor Project, without the prior written consent of the Requiring Authority.

4.2 In the period before construction begins on the Redoubt Road - Mill Road Corridor Project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the Redoubt Road - Mill Road Corridor Project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:

- a) Maintenance and urgent repair works of existing Network Utilities;
- b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- c) Minor works such as new property service connections;
- d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Redoubt Road - Mill Road Corridor Project designation.

4.3 For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Corridor Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with this condition or the section 176(1)(b) RMA process.

## DESIGNATIONS 1, 2, AND 3

### Condition 4: Network Utility Operator Liaison

5.1 The Requiring Authority and its contractor shall:

- a) Work collaboratively with Network Utility Operators during the development of the further design for the Redoubt Road - Mill Road Corridor Project to provide for the ongoing operation and access to Network Utility operations;
- b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology, and duration being known; and
- c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP(s) (Condition 18) and DWPs in relation to management of adverse effects on Network Utility Operations.

## DESIGNATION 1, 2 AND 3

### Condition 6: Mana Whenua Consultation

6.1 Within three months of the confirmation of the designations the Requiring Authority shall provide a process for on-going consultation and input of mana whenua into the design and construction of the Redoubt Road - Mill Road Corridor Project.

6.2 The frequency of meetings shall be agreed between the Requiring Authority and mana whenua.

6.3 The role of mana whenua as part of the on-going consultation includes (but is not limited to) the following:

- a) Input into the preparation of the Urban Design and Landscape DWP, Ecological Management and Restoration DWP, Social Impact and Business Disruption DWP and Construction Environmental Management Plan (CEMP(s)) required by these conditions;
- b) Recommending a Māori name for the new road associated with the project;
- c) Input into the urban design and landscape design associated with the project, including to incorporate pou or artistic features where the project crosses waterways;
- d) Involvement of mana whenua in removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
- e) Working collaboratively with the Requiring Authority around archaeological matters;

- f) Undertaking kaitiakitanga responsibilities associated with the Mill Road Corridor Project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery protocols and Accidental Discovery Protocols, and providing mātauranga Māori input in the relevant stages of the Project;
- g) Input into any matters requiring consultation with mana whenua under these NoR conditions; and
- h) Any other matters agreed between the Requiring Authority and mana whenua, for example, matters arising from the views, aspirations or recommendations set out in the MVAs and CVA.

6.4 Mana whenua may provide written reports to the Requiring Authority in relation to any of the matters in Condition 6.3. The Requiring Authority must consider these reports and identify how any suggestions have been incorporated in the Redoubt Road - Mill Road Corridor Project in respect of the matters in Condition 6.3.

6.5 Mana whenua may in addition to the foregoing, at their choice, participate in the Community Liaison Group, refer Condition 15.3.

### **Construction Conditions**

#### **DESIGNATIONS 1, 2 AND 3**

##### **Condition 7: Management Plan and Outline Plan Requirements**

7.1 Prior to commencing any works pursuant to these designations the Requiring Authority shall submit an Outline Plan (or Outline Plans) to the Auckland Council for the construction of the Redoubt Road - Mill Road Corridor Project in accordance with section 176A of the RMA. The Outline Plan(s) shall include:

- a) The Stakeholder Engagement Plan(s) (SEP - Condition 15);
- b) The Construction Environmental Management Plan (CEMP(s));
- c) Delivery Work Plans (DWPs) (where relevant); and
- d) Any other information required by the conditions of this designation associated with the construction of the Redoubt Road - Mill Road Corridor Project.

7.2 Prior to submitting any Outline Plan to Auckland Council the Requiring Authority shall engage suitably qualified independent specialists approved by the appropriate Auckland Council representative (or representatives) to form Independent Peer Review Panels relevant to the SEP, CEMP and the following DWPs:-

- a) Historic Heritage;
- b) Urban Design and Landscape;
- c) Social Impact and Business Disruption;
- d) Ecological and Arboricultural Management.

7.3 The purpose of the Independent Peer Review Panels is to undertake a peer review of the SEP, CEMP(s) and DWPs and to provide recommendations on whether changes are required to the SEP, CEMP(s) and DWPs in order to meet the objective and other requirements of these conditions, including the matters prescribed as being required in the conditions to be given regard to when preparing the SEP, CEMP(s) and DWPs. This shall include reference to all documentation referred to in Condition 1 and in addition the relevant Council Specialist Review reports submitted at the NoR hearing.

7.4 The SEP, CEMP(s) and DWPs must clearly document all comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in proximity parties, along with a clear explanation of where any comments have not been

incorporated, and the reasons why not. This information must be included in the SEP, CEMP(s) and DWPs provided to both the Independent Peer Review Panels and Auckland Council as part of this condition.

7.5 The SEP, CEMP(s) and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the Independent Peer Review Panels have been incorporated, and, where they have not, the reasons why not.

7.6 In reviewing an Outline Plan(s) submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer reviews undertaken in accordance with this condition.

7.7 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the Redoubt Road - Mill Road Corridor Project:

- a) Either at the same time or in parts; and
- b) By submitting one or more:
  - i) Outline Plan of Works;
  - ii) Stakeholder Engagement Plans;
  - iii) CEMPs; and
  - iv) DWPs.

7.8 These plans should clearly show how the part given effect to integrates with adjacent Mill Road corridor construction works and interrelated activities.

7.9 All works shall be carried out in accordance with the Outline Plan(s), SEP, CEMP(s) and DWPs required by this Condition 7.

## DESIGNATIONS 1, 2 AND 3

### Condition 8: Availability of Plan(s)

8.1 For the duration of construction the following plans, and any material changes to these plans, shall be made available for public viewing on the Project web site:

- a) CEMP(s);
- b) DWPs; and
- c) Stakeholder Engagement Plan.

8.2 A copy of these Plans will also be held and made available for viewing at each construction site.

## DESIGNATION 1, 2 AND 3

### Condition 9: Monitoring of Construction Conditions

9.1 The Requiring Authority and its contractor team shall seek to establish and implement a collaborative working process with Auckland Council dealing with day to day construction processes, including monitoring compliance with the designation conditions and with the CEMP(s) and DWPs and any material changes to these plans associated with construction of the Redoubt Road - Mill Road Corridor Project.

- a) This collaborative working process shall operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council;
- b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s);
- c) The “key contacts” shall be identified in the CEMP(s) and shall meet at least monthly unless

a different timeframe is agreed with the Auckland Council Consent Monitoring Officer(s). The purpose of the meeting is to report on compliance with the designation conditions and with the CEMP(s), DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

9.3 The purpose and function of the collaborative working process is to:

- a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:
  - i) The works authorised under these designations are being carried out in compliance with the designation conditions, the CEMP and DWPs and any material changes to these plans;
  - ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP(s) and DWPs and any material changes to these plans.
- b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP(s) or DWPs, which are not material changes triggering the requirement for a new Outline Plan, can be required, provide input into and confirmed;
- c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP(s) or DWP;
- d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and adequacy of the measures adopted to respond to these.

### **Social Impact Management Plan (SIMP), Construction Environmental Management Plan (CEMP) and Delivery Work Plans (DWPs)**

#### **DESIGNATION 1, 2 AND 3**

##### **Condition 10: Preparation, Compliance and Monitoring**

10.1 The objective of the CEMP(s) and DWPs is to so far as is reasonably practicable, avoid, remedy or mitigate any adverse effects associated with the Redoubt Road - Mill Road Corridor Project. The objectives of a SIMP are as set out in Condition 11.1.

10.2 All works must be carried out in accordance with the CEMP(s), the DWPs required by these conditions and in accordance with any changes to plans made under Condition 10.7.

10.3 The CEMP(s) and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Redoubt Road - Mill Road Corridor Project.

10.4 The DWPs shall give effect to the specific requirements and objectives set out in these designation conditions.

10.5 The CEMP(s) shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

10.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Redoubt Road - Mill Road Corridor Project, it shall meet reasonable and direct costs of implementing such mitigation measures.

10.7 The CEMP(s) and DWPs shall be reviewed as a result of a material change to the Redoubt Road - Mill Road Corridor Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- a) Compliance with designation conditions, the CEMP(s), DWPs and material changes to these plans;



- b) Any changes to construction methods;
- c) Key changes to roles and responsibilities within the Redoubt Road - Mill Road Corridor Project;
- d) Changes in industry best practice standards;
- e) Changes in legal or other requirements;
- f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction;
- g) Any comments or recommendations received from Auckland Council regarding the CEMP(s) and DWPs; and
- h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 16.

10.8 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

### **Social Impact Management Plan**

#### **DESIGNATION 1, 2 AND 3**

#### **Condition 11: Submission of Social Impact Management Plan(s)**

11.1 The Requiring Authority shall engage a suitably qualified specialist to prepare a Social Impact Management Plan (SIMP). The objectives of a SIMP are:

- a) To set out the Requiring Authority's commitments to mitigate and manage adverse social impacts and to enhance identified benefits to communities and other stakeholders during construction and operation of the Project;
- b) To define the measures to be undertaken to avoid, remedy or mitigate adverse effects and ensure the realisation of the intended benefits of the Project through the Social Impact and Business Disruption DWP;
- c) To monitor and review the effectiveness of measures designed to mitigate and manage adverse social impacts and those designed to realise the identified benefits to communities and other stakeholders during the construction and operation of the Project;
- d) To identify possible remedies if measures to mitigate and manage adverse effects and to realise benefits fail to achieve anticipated outcomes;
- e) To monitor and review the engagement with affected and interested parties undertaken through the Stakeholder Engagement Plan (Condition 15); and
- f) To specify the required actions to be undertaken through the Social Impact and Business Disruption DWP and provide the mechanism for the on-going review of that DWP.

11.2 In addition to action plans containing social mitigation and management strategies required under the Social Impact and Business Disruption Delivery Work Plan (Condition 13), a SIMP must include:

- a) A review of the social environment at the time of construction start;
- b) Confirmation of potential social impacts as they exist at the time of construction and how these have changed since the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1;
- c) A programme to monitor and review the effectiveness of impact mitigation and management strategies from the confirmation of the Designation through the construction and implementation of the project;
- d) A Stakeholder Engagement Strategy that includes action plans and mechanisms to ensure engagement processes, including those relevant to Conditions 14 – 17 and all DWPs, are integrated; and
- e) Means to document and review the key stakeholders and their interest in the project; and actions, outcomes, and mechanisms to support reviews of the SIMP.

11.3 When developing a SIMP the Requiring Authority must:

- a) Undertake engagement to provide opportunities for input from affected and interested parties (as defined in Condition 15.4c);
- b) Through the suitably qualified specialist, identify the suite of methods that might be used, as far as reasonably practicable, to avoid, remedy or mitigate social impacts, including, but not limited to, the following specific issues:
  - i) access for residents, community facilities and businesses as a result of construction activities;
  - ii) loss of amenity for residents, community services and businesses as a result of construction activities; and
  - iii) the benefits for the community identified in the SIA might be realised.
- c) Take into consideration the increased demands and cumulative effects placed on stakeholders and communities to participate in consultative processes in the project area;
- d) Document engagement undertaken and the views and concerns expressed by this engagement; matters and measures to be monitored identified by the affected and interested parties along with a clear explanation of where any matters or measures have not been incorporated and why not;
- e) Prepare a draft SIMP for peer review by suitably qualified independent specialists approved by the appropriate Auckland Council representative, and then submit to Auckland Council for any further comment. Prior to submission of the first Outline Plan, incorporate any recommended changes into a final SIMP, along with a clear explanation of where any recommendations have not been incorporated and why not.

11.4 The Requiring Authority shall:-

- a) Submit to the Auckland Council an annual progress report within one year of the of the submission of the SIMP and every year following until construction is complete; and
- b) Submit to the Auckland Council a review of the SIMP prior to the submission of any new Outline Plan and prior to the commencement of a new construction stage of the project. This review is to include a record of the further engagement undertaken (including engagement with the Community Liaison Group) and the views and concerns expressed by this engagement.

11.5 On receipt of the documentation required by Condition 11.4 the Council may (at its discretion) require a further peer review by a suitably qualified independent specialist approved by the appropriate Auckland Council representative. Following any peer review a revised SIMP is to be submitted, along with a clear explanation of where any recommendations have not been incorporated and why not.

## **Social Impact and Business Disruptions**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 12: Property Management**

12.1 The Requiring Authority will ensure the properties acquired for the Redoubt Road - Mill Road Corridor Project are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.

## DESIGNATION 1, 2 AND 3

### Condition: 13: Social Impact and Business Disruption DWP

13.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP for each part (stage) of the project. The objective of the Social Impact and Business Disruption DWP is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable by:

- a) Setting out the specific methods to be adopted in managing the identified social impacts in the construction phase, as identified in the SIMP (Condition 11);
- b) Encouraging on-going participation and engagement in the process of impact identification and management;
- c) Maximising the project's positive social impacts and contributions to the development of strong and sustainable communities; and
- d) Monitoring the effectiveness of mitigation strategies.

13.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated;
- b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated; and
- c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP(s) and other DWPs.

13.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in proximity parties relative to the particular stage to:

- a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses;
- b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and community services/facilities as a result of construction of that stage of the Redoubt Road - Mill Road Corridor Project;
- c) Assess access and servicing requirements and in particular any special needs of residents, community facilities and businesses; and
- d) To develop methods to address matters outlined in (b) and (c) above, including:
  - i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking DWP;
  - ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;
  - iii) The measures to promote a safe environment, taking a crime prevention through environmental design approach;
  - iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking or parking options for access;
  - v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements;
  - vi) The process (if any) for re-establishment and promotion of normal business operation following construction;
  - vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

13.4 The Social Impact and Business Disruption DWP shall include:

- a) Identification of the specific methods proposed for mitigation of social effects, including those identified in the SIMP;
- b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation);
- c) An implementation plan of the methods to mitigate the disruption effects (as developed in Condition 13.3 above);
- d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP);
- e) Cross reference to detail on how the CEMP(s) and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity;
- f) Details of on-going consultation with the local community through the Community Liaison Group(s) to provide updates and information relating to the timing for project works and acquisition (Condition 15);
- g) Details of on-going consultation with iwi (Condition 6); and
- h) The process for resolution of any disputes or complaints in relation to the management/mitigation of social impacts (including business disruption impacts).

13.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Redoubt Road - Mill Road Corridor Project and for up to 12 months following the completion of the Project if required.

## **Stakeholder Engagement**

DESIGNATION 1, 2 AND 3

Condition 14: Contact Person

14.1 The Requiring Authority shall make a contact person available for the duration of construction for public enquiries on the construction works, including for out-of-hours emergencies.

DESIGNATION 1, 2 AND 3

Condition 15: Stakeholder Engagement Plan(s)

15.1 The objective of a Stakeholder Engagement Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the affected and interested parties prior to and during the construction of the Redoubt Road - Mill Road Corridor Project.

15.2 The Requiring Authority shall prepare a Stakeholder Engagement Plan (or Plans should the project be staged) which shall be implemented and complied with for the duration of the Redoubt Road - Mill Road Corridor Project beginning once the designation has been granted.

15.3 A Stakeholder Engagement Plan shall identify a Community Liaison Group (including its membership and processes), and all relevant affected party and affected in proximity stakeholders and set out how the Requiring Authority will:

- a) At regular intervals after the designation has been confirmed, provide progress updates (even if no construction activities are planned), by way of letters, adverts, community noticeboards and/or other means;
- b) Involve and inform the Community Liaison Group and other parties of the on-going

planning for the project, construction activities and constraints that could affect them;

- c) Provide early information on key Project milestones;
- d) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the development (as part of the review process provided by Condition 10.7) and implementation of the CEMP(s) or DWPs; and
- e) Respond to queries and complaints including but not limited to:
  - i) Who is responsible for responding;
  - ii) How responses will be provided; and
  - iii) The timeframes that responses will be provided within.

15.4 A Stakeholder Engagement Plan shall as a minimum include:

- a) A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- b) The Stakeholder Engagement Manager for the Project including their contact details (phone, email and postal address);
- c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:
  - i) All property owners and occupiers within the designation footprint;
  - ii) All property owners and occupiers in proximity to the works as defined in the SIMP (and including the Primary Impact Area identified in Appendix Q of the SIA report);
  - iii) Network Utility Operators, including the process:
    - To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities;
    - For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1)(b) of the RMA during the construction period;
    - For obtaining any supplementary authorisations (including but not limited to resource consents (including those required under a National Environmental Standard) and easements);
    - For inspection and final approval of works by Network Utility Operators; and
    - For implementing Conditions 4, 18, 19, and 20 of this designation in so far as they affect Network Utility Operations;
  - iv) Any other stakeholder who identifies themselves as having a relevant interest in the work.
- d) How stakeholders will be informed of the progress of planning for the project, notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints;
- e) Methods for communicating in advance to surrounding communities which must be notified at least 24 hours in advance where construction activities are predicted to:
  - i) Exceed the noise limits (refer Condition 24); or
  - ii) Exceed a vibration limit (refer Conditions 25 and 26).
- f) Methods for communicating in advance proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours;
- g) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Conditions 6 and 33);
- h) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/ or closures and the alternative routes or detours to be used;
- i) Methods for communicating and consulting with affected and interested parties in the delivery of mitigation measures identified in the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1.

## DESIGNATION 1, 2 AND 3

### Condition 16: Concerns and Complaints Management

16.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate the following process to address concerns or complaints received about adverse effects:

- a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s);
- b) Acknowledge receipt of the concern or complaint within 24 hours of receipt;
- c) Respond to the concern or complaint in accordance with the relevant management plan which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

16.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority.

This record shall include:

- a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint;
- b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality;
- c) Known Redoubt Road - Mill Road Corridor Project construction activities at the time and in the vicinity of the concern or complaint;
- d) Any other activities in the area unrelated to the Redoubt Road - Mill Road Corridor Project construction that may have contributed to the concern or complaint such as non-Redoubt Road - Mill Road Corridor Project construction, fires, traffic accidents or unusually dusty conditions generally;
- e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

16.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the "key contacts" (see Condition 9).

16.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required. Upon receiving records of the complaint the Auckland Council Compliance Monitoring Officer must determine whether a review of the CEMP(s) and/or DWPs is required under Condition 10 to address this complaint. The Auckland Council Compliance Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

## DESIGNATION 1, 2 AND 3

### Condition 17: "One Network" Consultation

17.1 The Requiring Authority and its contractor shall work collaboratively with the New Zealand Transport Agency (NZTA) during the preparation of the Transport, Access and Parking DWP (Condition 21) in relation to confirming the management of adverse transport effects on the road network. A record of this consultation and outcomes shall be included in the Traffic, Access and Parking DWP. The Requiring Authority shall consult with the NZTA throughout the duration of construction on any changes or updates to the Traffic, Access and Parking DWP which relate to the management of the road network.

## **Construction Environmental Management Plan (CEMP)**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 18: CEMP Requirements**

18.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall provide the following details:

- a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager;
- b) The site or Project Manager and the Stakeholder Engagement Manager (who will implement and monitor the Stakeholder Engagement Plan), including their contact details (phone, email and physical address);
- c) The Document Management system for administering the CEMP(s), including review and Requiring Authority / Constructor / Auckland Council requirements;
- d) Training requirements for employees, sub-contractors and visitors on construction procedures, environment management and monitoring;
- e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 9, 12 and 20;
- f) Environmental incident and emergency management procedures;
- g) Environmental complaints management procedures;
- h) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction;
- i) Specific details on demolition to be undertaken during the construction period;
- j) Means of ensuring the safety of the general public; and
- k) Methods to assess and monitor potential cumulative adverse effects.

### **DESIGNATION 1, 2 AND 3**

#### **Condition 19: CEMP Construction Works Requirements**

19.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and / or where materials and construction machinery are to be used or stored:

- a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
- b) Methods for management of construction activities adjacent to buildings and structures and land adjoining the designation, including incorporating the findings of further geotechnical subsurface investigations particularly, but not exclusively, between CH 3000 to CH 5200;
- c) Measures to adopt to keep the construction area in a tidy condition in terms of disposal/storage of rubbish and storage unloading of construction materials (including equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;
- d) Measures to ensure all temporary boundary / security fences associated with the construction of the Redoubt Road - Mill Road Corridor Project are maintained in good order with any graffiti removed as soon as possible;
- e) The location and specification of any temporary acoustic fences and visual barriers, and where practicable, opportunities for mana whenua (see Condition 6) and community art or other decorative measures along with viewing screens to be incorporated into these without compromising the purpose for which these are erected;
- f) How the construction areas are to be fenced and kept secure from the public and, where practicable and without compromising their purpose how opportunities for public viewing, including provision of viewing screens and display of information about the project and



opportunities for mana whenua and community art or other decorative measures can be incorporated to enhance public amenity and connection to the project;

g) The location of any temporary buildings (including worker's offices and portaloos) and vehicle parking (Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas;

h) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;

i) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable;

j) Methods for management of vacant areas once construction is completed with the Urban Design and Landscape DWP.; and

k) Methods for managing the control of silt and sediment within the construction area including details regarding how and where erosion and sediment control measures will be designed, installed, maintained, inspected and decommissioned in order to reduce erosion and sedimentation effects to the greatest extent reasonably practicable.

## DESIGNATION 1, 2 AND 3

### Condition 20: Network Utilities

20.1 The purpose of this section of the CEMP(s) shall be to ensure that the construction of the Mill Road corridor adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing network utilities that traverse, or are in close proximity to, the designation during the construction of the Redoubt Road - Mill Road Corridor Project.

20.2 For the avoidance of doubt and for the purposes of this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with condition 4 of this designation or the section 176(1)(b) RMA process.

20.3 To manage the adverse effects on Network Utilities Operations during the construction of the Redoubt Road - Mill Road Corridor Project, the CEMP(s) shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Redoubt Road - Mill Road Corridor Project. The CEMP(s) shall include as a minimum:

- a) Cross references to the Stakeholder Engagement Plan for the methods that will be used to liaise with all Network Utility Operators who have existing network utilities that traverse, or are in close proximity to, the designation;
- b) Measures to be used to accurately identify the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities;
- c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
  - i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities;
  - ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- d) Measures to be used to ensure the continued operation of Network Utility Operations

- and the security of supply of the services by Network Utility Operators at all times;
- e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Redoubt Road - Mill Road Corridor Project ;
- f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilisation measures), for earthworks in close proximity to existing Network Utilities;
- i) Vibration management and monitoring for works in close proximity to existing Network Utilities;
- j) Emergency management procedures in the event of any emergency involving existing Network Utilities;
- k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Redoubt Road - Mill Road Corridor Project to Network Utility Operators and the timing for providing these drawings;
- l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP(s);
- m) Measures to appropriately manage the effects of dust, and any other material potentially resulting from construction activities, that may cause material damage, beyond normal wear and tear, to National Grid transmission lines or support structures;
- n) Measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any National Grid support structures; and
- o) Measures to ensure that all land use activities, including - any temporary buildings/ structures, earthworks (filling and excavations), fencing, operation of mobile plant and/ or persons working near National Grid assets, comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) or any subsequent revision of the code.

20.4 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP(s) to manage the construction effects on the Operator's network utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP(s) along with reasons if the recommendation is not accepted.

## **Transport, Access and Parking**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 21: General Transport, Access and Parking**

21.1 A Transport, Access and Parking DWP shall be prepared by an appropriately qualified and experienced specialist to manage the adverse effects of construction of the Redoubt Road - Mill Road Corridor Project, or any part of it, on the transport network.

21.2 The objective of the Transport, Access and Parking DWP is to so far as is reasonably

practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access. This is to be achieved by:

- a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion;
- b) Maintaining pedestrian access to private property at all times; and
- c) Providing on-going vehicle access to private property to the greatest extent possible.

21.3 To achieve the above objective, the following shall be included in the Transport, Access and Parking DWP:

- a) The road routes which are to be used by construction related vehicles, particularly trucks to transport construction related materials, equipment, spoil, including how the use of these routes by these vehicles will be managed to mitigate congestion, and to the greatest extent possible, avoid adverse effects on residential zoned land and education facilities;
- b) Transport route options for the movement of construction vehicles carrying spoil, bulk construction materials or machinery shall be identified and details provided as to why these routes are considered appropriate routes. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery shall as far as practicably possible only use roads that:
  - i) Form part of the regional arterial network;
  - ii) Are overweight / over dimensioned routes.
- c) Where other routes are necessary (other than those roads identified in b above), the Transport, Access and Parking DWP shall identify any residential zoned land and education facilities and shall provide details on how adverse effects from these vehicle movements are to be mitigated through such measures as:
  - i) Stakeholder Engagement (in accordance with Condition 15 of this designation) with these properties in advance of the vehicle movements occurring;
  - ii) Restricting vehicle movements on Monday to Friday to between 9.30am and 3.30pm, and on Saturday to between 9am and 2pm.
- d) Proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided;
- e) How disruption to the use of private property will be mitigated through:
  - i) Ensuring pedestrian and cycle access to private property is retained at all times;
  - ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure; and
  - iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
- f) Where an affected party unexpectedly finds their vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative. For the purposes of these Designation Conditions "temporary closure" is defined as the following:
  - i) In place for less than six hours, the Requiring Authority shall communicate and consult on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party; and
  - ii) in place for between six and 72 hours, the Requiring Authority shall communicate and consult on the closure at least 72 hours in advance, and
  - iii) will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.
- g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
  - i) Prioritising, as far as practicably possible, pedestrian and public transport at

- intersections where construction works are occurring;
- ii) Relocating bus stops to locations which, as far as practicably possible, minimise disruption; and
- iii) Identifying alternate heavy haul routes where these are affected by construction works.
- h) Cross references to the specific sections in the Stakeholder Engagement Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.

## DESIGNATION 1, 2 AND 3

### Condition 22: Monitoring of Transport Network Congestion

22.1 To achieve the objective of Condition 21.2(a), the Requiring Authority will undertake monitoring of the transport network through traffic surveys and implement additional mitigation measures as required to manage congestion to achieve the best practicable option.

22.2 The purpose of the traffic survey is to monitor congestion on the transport network by measuring average delays for traffic travelling along specified routes. The surveyed times are to be measured as:

- a) The average times over the two hour morning or evening peak period; and
- b) Inter-peak.

22.3 The Requiring Authority shall carry out a traffic survey exercise within six months of the start of construction and once every six months (or following any significant change in the road layout) at the following times:

- a) The two hour morning or evening peak period; and
- b) Inter-peak for the duration that construction of the Redoubt Road -Mill Road Corridor Project is occurring.

22.4 Surveys shall be carried out over a two week period, and generally on one “neutral” working day (i.e. Tuesday, Wednesday or Thursday) along each route specified in the Transport, Access and Parking DWP. If a congestion incident occurs (such as an accident) during the survey period the surveys shall be retaken as they will be considered unrepresentative.

22.5 Traffic surveys for comparison purposes shall also be conducted six months prior to construction of the Mill Road corridor to establish a baseline of existing transport congestion.

## DESIGNATION 1, 2 AND 3

### Condition 23: Road Design/Layout

23.1 All lane widths, including cycle lanes, shall have regard to the Auckland Transport Code of Practice (or any successive/renamed publication) for the proposed speed environment.

23.2 When the section on Hilltop Road is constructed as part of the project, a footpath is to be constructed between the Redoubt Road footpath and the existing footpath on Hilltop Road.

23.3 All redundant infrastructure (such as street furniture, footpaths, kerb and channel, road signs and pavement) on the portion of roads that are closed are to be physically removed and replaced with appropriate landscape treatment.

23.4 Where feasible and safe, pedestrian and cycle connections are to be installed from newly formed cul-de-sac heads to the new road network.

23.5 Where road gradients are less than 0.5%, provision is to be made to ensure ponding does not occur, as per the Auckland Transport Code of Practice.

23.6 Following the completion of the Redoubt Road – Mill Road corridor project, Auckland Transport is to undertake regular assessments of whether the installation of a priority lane is required against the criteria of the Code of Practice, or subsequent documents. These assessments are to be undertaken at two-year intervals until such time as a priority lane is installed.

Unless there is an operational or design requirement the priority measures (transit lanes and /or bus lanes) shall be implemented within the kerbside traffic lane.

23.7 At the time NoR 2 is constructed the Requiring Authority shall consider providing traffic signals at the intersections of Thomas Road, Hodges Road and Murphys Road; and Murphys Bush Scenic and Murphys Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Murphys Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and
- d) The interests of stakeholders.

23.8 At the time NoR 3 is constructed the Requiring Authority shall consider providing traffic signals rather than roundabouts at the intersections of Alfriston Road and Mill Road and Ranfurly Road and Mill Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Mill Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and
- d) The interests of stakeholders and affected landowners, including Alfriston School.

## **Noise and Vibration**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 24: Project Standards – Construction Noise**

24.1 Construction Noise shall, as far as is practicable, comply with NZS 6803:1999 Acoustics – Construction Noise, specifically the following criteria:

- a) Residential receivers

	Time	dB L <sub>Aeq</sub> (T)	dB L <sub>Amax</sub>
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b) Industrial and commercial receivers

Time	dB L <sub>Aeq</sub> (T)
0730-1800	70
1800-0730	75

*Note: “(T)” is a representative assessment duration between 10 and 60 minutes.*

24.2 Sound levels shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.

## DESIGNATION 1, 2 AND 3

### Condition 25: Project Standards – Construction Vibration

25.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of structure	Short-term vibration				Long-term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor	PPV at horizontal plane of highest floor (mm/s)
	1 - 10Hz (mm/s)	1 - 50 Hz (mm/s)	50 - 100 Hz (mm/s)		
Commercial/ Industrial	20	20 – 40	40 – 50	40	10
Residential/ School/ Transpower structures	5	5 – 15	15 – 20	15	5
Historic or sensitive structure	3	3 – 8	8 – 10	8	2.5

Note: Standard DIN 4150-3:1999 defines short-term (transient) vibration as “vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated”. Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

25.2 Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999.

#### DESIGNATION 1, 2 AND 3

##### Condition 26: Project Standards – Construction Vibration (Amenity)

26.1 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms).

26.2 The limits in Condition 26.1 shall only be investigated and applied upon the receipt of a complaint from any building occupant. They shall not be applied where there is no concern from the occupant of the building

#### DESIGNATION 1, 2 AND 3

##### Condition 27: Construction Noise and Vibration DWP

*For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.*

27.1 A Construction Noise and Vibration DWP shall be prepared. The objective of the Construction Noise and Vibration DWP is to provide a framework for the development and implementation of an identified best practicable option to avoid, remedy or mitigate the adverse effects of noise and vibration resulting from construction.

27.2 The Construction Noise and Vibration DWP shall:

- a) Adopt the noise and vibration standards for construction set out in Conditions 24, 25 and 26 of these designations;
- b) Identify the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from construction noise or vibration that does not comply with the project standards set out in conditions 24, 25 and 26;
- c) Identify measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any neighbouring structures; and
- d) Identify methods to achieve best practicable option for mitigating adverse effects in accordance with section 17 of the RMA.

27.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects;
- b) That piling and road cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday;
- c) Construction machinery and equipment to be used and their operating noise levels;
- d) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 24, 25 and 26;
- e) The timing of construction activities that are likely to create an adverse noise and vibration effect;



- f) The proximity of neighbouring noise and vibration sensitive areas;
- g) The process of community liaison;
- h) Specific training procedures for construction personnel including:
  - i) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration areas; and
  - ii) Construction machinery operation instructions relating to mitigating noise and vibration;
- i) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed to by the Requiring Authority and the affected receiver;
- j) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:
  - i) Updating the predicted noise and vibration contours based on the final design and construction activities;
  - ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 30;
  - iii) Identifying appropriate monitoring locations for receivers of construction noise and vibration;
  - iv) Procedures for working with the Stakeholder Engagement Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources;
  - v) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer; and
  - vi) Procedures for how works will be undertaken should they be required as a result of the building condition surveys;
- k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how landowners and occupiers are to be communicated with around noise and vibration effects.

## **Historic Heritage**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 28: Historic Heritage**

28.1 The Requiring Authority shall employ a suitably experienced historic heritage specialist ('Nominated Heritage Expert') to prepare and implement a Historic Heritage DWP(s).

28.2 For each stage a survey shall be undertaken and included in the Historic Heritage DWP(s).

The purpose of the survey is to identify historic heritage (as defined under the RMA 1991) and the actual and potential effects of the proposed activity on historic heritage within the Designation footprint or which may otherwise be directly affected by the Project. This will involve detailed site survey of private property within the proposed corridor route to verify the location and confirm the significance of archaeological and other heritage sites identified in the archaeological report prepared by Clough and Associates and any previously unrecorded sites, and the adverse effects on those places. Subject to the agreement of property owners in areas outside the Designation footprint proper, the survey is to include (but will not necessarily be limited to):

- a) The road berm and other unmodified ground at 21-25 Redoubt Road, where evidence relating to the St Johns Redoubt may still survive;
- b) The area within the designation footprint in the vicinity of the house at 236 Redoubt Road, which may be the location of an unrecorded historic farmstead;
- c) The area within the designation footprint in the vicinity of the house at 140 Ranfurly Road,

which may be an unrecorded historic farmstead;

- d) The area in the vicinity of 1348 Alfriston Road (the Meeting House);
- e) The area in the vicinity of 1345 Alfriston Road (Bodle Homestead and Store);
- f) The access to 125 Murphys Road and adjacent farm boundary;
- g) The Murphys Road frontage of Pt Lot 1 DP69592; and
- h) Any new archaeological remains discovered during the field survey.

28.3 The objective of the Historic Heritage DWP(s) is to avoid, remedy or mitigate adverse effects on known and any as yet unrecorded historic heritage that may result from construction of the Redoubt Road - Mill Road Corridor Project or any part of it, as far as reasonably practicable.

28.4 The Historic Heritage DWP(s) shall as a minimum, include the following:

- a) Identification and methodology for recording and documenting all Built Heritage and archaeology directly affected by the construction, or associated pre- and post-construction.
- b) Specific consideration of the following:
  - i) At the western end of NoR 1 Section 1a in the vicinity of St John's Redoubt (R11/ 534), a scheduled item on the PAUP schedule of Significant Historic Heritage Places (No. 1271);
  - ii) At 135 Redoubt Road, 1947 house CHI 19900;
  - iii) On NoR 3 Sections 4d and 5 at the intersection of Mill Road and Alfriston Road. This area of Mill Road was the centre of the Alfriston community in the mid-late 19th century and early 20th century and several historic buildings and sites of former buildings are recorded here. Two of these sites – R11/2074 Alfriston Meeting Hall (The Meeting House), R11/2069 Bodle Homestead and Post Office/Store site are located within Section 4d and Section 5 of NoR 3. Both will be affected by the proposed corridor route;
  - iv) At 125 Murphys Road, a 19<sup>th</sup> century homestead R11/2975;
  - v) At the intersection of Murphys Road and Flat Bush School Road where R11/2745 Stancombe Road Cottage or Baverstock School House, CHI 2776 and the former Old Flat Bush School are located; and
  - vi) The results of the survey required to be undertaken under Condition 28.2.
- c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an authority to modify any archaeological sites or built heritage (see Advice Notes - AN1);
- d) How Built Heritage buildings and structures will be protected during construction:
  - i) Through the use of screening or other protective measures to mitigate adverse construction effects;
  - ii) Through proposed methods for monitoring building damage, to be overseen by the Nominated Heritage Expert or Nominated Conservation Architect for the duration of construction works; and
  - iii) By confirming which Built Heritage buildings and structures are to be subject to a pre and post building condition survey and how mitigation or rectification of any damage will be addressed.
- e) Identification of Built Heritage which may be directly affected by the works and whether that Built Heritage may:
  - i) Be adaptively reused;
  - ii) Be partially retained in design and construction;
  - iii) Have heritage elements that will be integrated into other elements of the Redoubt Road - Mill Road Corridor Project; or
  - iv) Have to be demolished.
- f) How during the process of any adaptive reuse, modification or demolition the Nominated Heritage Expert will record the history of the place using building archaeological techniques.
- g) Identification of areas of known archaeological evidence or locations where there is the potential for archaeological remains to be discovered and the procedures for:
  - i) Pre-earthworks archaeological investigations;
  - ii) Monitoring of preliminary earthworks;
  - iii) Recording any archaeological remains or evidence before it is modified or destroyed; and

- iv) Opportunities for the conservation and preservation of artefacts and ecofacts (biological material) that are discovered.
- h) A report of post-excavation assessment analysis, archiving, and updating of archaeological records to be submitted to the Auckland Council within 12 months of completion of earthworks.
- i) Procedures for the accidental discovery of archaeological remains including:
  - i) The ceasing of all physical construction works in the immediate vicinity of the discovery;
  - ii) Practices for dealing with the uncovering of cultural or archaeological remains and the parties to be notified (including, but not limited to, appropriate iwi authorities, the Auckland Council Consents Monitoring officer, Heritage New Zealand, and the New Zealand Police (if koiwi (human skeletal remains) are discovered); and
  - iii) Procedures to be undertaken before physical works in the area of discovery can start again, including any iwi protocols, recording of sites and material, recovery of any artefacts, and consultation to be undertaken with iwi, Auckland Council Consent Monitoring officer and Heritage Unit, and with Heritage New Zealand.
- j) Clearly defined constructor roles and responsibilities, stand-down periods and reporting requirements; and
- k) Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Heritage New Zealand Pouhere Taonga Act 2014 if any sites or material are discovered.

### DESIGNATION 3

#### Condition 29: Historic Heritage – The Meeting House

- 29.1 The Requiring Authority shall use its best endeavours to relocate the Meeting House to a suitable alternative location preferably in the Alfriston area.
- 29.2 Until such time as the Meeting House is able to be relocated the Requiring Authority will:
- a) use its best endeavours to obtain the approval of the relevant landowner for the Requiring Authority to carry out reasonable works to the Meeting House in its current location to ensure that the Meeting House is in a structurally sound and watertight condition; and
  - b) where landowner approval is obtained under condition 29.2(a), carry out the works described in condition 29.2(a) as soon as reasonably practicable.
- 29.3 Where the Meeting House is able to be made structurally sound and watertight and/or relocated:
- a) The methods the Requiring Authority will use to ensure that the Meeting House is put into a sound and watertight condition;
  - b) What renovation works are required and how these will be carried out; and;
  - c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an archaeological authority to modify the site of the Meeting House (cross reference AN1).
- 29.4 Upon relocation of the Meeting House the Requiring Authority shall carry out reasonable renovation works to bring the Meeting House to a suitable standard to enable it be re-used for either private or public activities.
- 29.5 Where, after using its best endeavours to relocate the Meeting House either:
- a) the relocation is found to not be practicable; or
  - b) Auckland Council does not agree to the relocation of the Meeting House, condition 28 will apply.

## DESIGNATION 1, 2 AND 3

### Condition 30: Process for Building Condition Surveys

- 30.1 Prior to construction of a stage a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by New Zealand Transport Agency based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey will be undertaken include:
- a) Age of the building;
  - b) Construction types;
  - c) Foundation types;
  - d) General building condition;
  - e) Proximity to any excavation;
  - f) Whether the building is earthquake prone; and
  - g) Whether any basements are present in the building.
- 30.2 Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 30.1:
- a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP(s);
  - b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;
  - c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
  - d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer;
  - e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;
  - f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken;
  - g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Redoubt Road - Mill Road Corridor Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building; and
  - h) The Requiring Authority shall, during the Building Condition Survey, determine whether the building is classified as Commercial / Industrial / School or a Historic or sensitive structure in terms of Condition 25.
- 30.3 During construction:
- a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building; and
  - b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will met by the Requiring Authority.

30.4 Following construction:

- a) The Requiring Authority shall, within 12 months of the commencement of operation of the stage, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment;
- b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Redoubt Road - Mill Road Corridor Project, the Requiring Authority shall, at its own cost, rectify the damage; and
- c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 30.3(b) or 30.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

## **Urban Design and Landscape**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 31: Urban Design and Landscape Principles**

- 31.1 The Requiring Authority shall appoint a suitably qualified and experienced specialist (or specialists) to prepare an Urban Design and Landscape DWP(s). The objective of the Urban Design and Landscape DWP(s) is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context.
- 31.2 The Urban Design and Landscape DWP(s) shall show how the principles from the Urban Design & Landscape study have been used to guide and influence the design of permanent works associated with the Redoubt Road - Mill Road Corridor Project, and how the design has responded or otherwise to these principles and initiatives. For NoRs 2 and 3, the DWP(s) shall also show how the design of the permanent works responds to its landscape context existing and reasonably anticipated at the time of construction noting in particular the transition from a rural to urban context along Murphys Road and from Ranfurly Road through to Alfriston Road. The DWP(s) shall detail the proposed urban design and landscape design theme to be adopted for the entire length of the corridor, or if the designation is to be staged, then the DWP shall show how that part to be given effect to integrates with the design theme for the corridor. The DWP(s) shall have regard to the following:
- a) Views to the road from the surrounding urban and rural catchments (including dwellings and public open space areas). Manage and mitigate the adverse landscape and visual effects of earthworks, retaining and fencing structures via the engineering design, structure design and/or mitigation planting;
  - b) Ensure that the design approach is consistent with the Urban Design and Landscape Study, including the Landscape Concept Plans and corridor design. This should focus on the development of a comprehensive and coordinated landscape framework for the road corridor that:
    - i. responds to the differing character areas, including reinforcing and integrating with existing important vegetation features (e.g. Murphys Bush, Cheesmans Bush (146 Mill Road)) and enabling longer range views where appropriate;
    - ii. integrates stormwater management devices as high quality landscape features that contribute positively to the amenity of the local area;
    - iii. encourages passive surveillance (where appropriate); and;
    - iv. seeks to reinforce the landscape patterning of the area and integrates with adjacent bush and riparian plantings.
  - c) How and when the areas within the designation footprint used during the construction of the Redoubt Road – Mill Road Corridor Project are to be restored;

- d) Show any vegetation to be retained, boundary fences and walls to be retained, new retaining walls, noise fences, areas of landscape/visual mitigation planting and ecological enhancement planting;
- e) Show the proposed design, materials and colouring of fences (including acoustic fences);
- f) Show the location and design of off-road walking and cycling tracks to be implemented as part of the Project;
- g) Show the location and design details for gabion cages and retaining walls. Gabion and retaining structures shall be designed to form high quality landscape elements that contribute positively to the local area. In the case of the large scale retaining at the intersection of Murphys Road and Redoubt Road, the retaining structures should be designed to form a memorable and high quality gateway feature. Appropriate retaining wall finishes are likely to include scoria cladding, and decorative patterned and/or textured concrete finishes. Appropriate gabion cage materials are likely to include welded steel cage structures;
- h) Show the location and design of all street lighting. Street lighting in NoR 3 shall be designed to minimise external light spill;
- i) Show design details for bridge structures. Ensure bridges contribute positively to the identity of the local area. This is likely to include the consideration of the design, materiality and colour of balustrading, the base of the bridge and the bridge supports, to avoid the perception of a distinctly utilitarian engineered structure;
- j) Show design details for stormwater wetlands including areas of landscape/visual mitigation planting and ecological enhancement planting;
- k) Retaining walls on Murphys Road are the same or lesser than those shown on plans 60317081-SKE-30-0000-C-0065Rev A and 60317081-SHT-30-0000-CD-0118; and
- l) The design creates an appropriate interface and access, for all road users to and from the Murphys Bush neighbourhood centre.

## DESIGNATION 1, 2 AND 3

### Condition 32: Open Space Restoration Plans

32.1 As part of the Urban Design and Landscape DWP, an Open Space Restoration Plan or Plans (should construction of the corridor be staged) shall be prepared to outline how open space land occupied during construction which adjoins Auckland Council park/reserve land is to be reinstated / restored. This includes land occupied during construction that will be reinstated or replaced on completion of construction, for handover to Auckland Council.

32.2 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council Parks Department and Iwi. In the case of St Johns Redoubt, NZHPT and Department of Conservation shall also be consulted. The Open Space Restoration Plans shall include the following open spaces:

- a) Totara Park Restoration Plan;
- b) St Johns Redoubt;
- c) Murphy's Bush; and
- d) Ostrich Farm.

32.3 All Open Space Restoration Plans shall be prepared in general accordance with the CEMP(s) and DWP Plans, and shall include, but not be limited to, the following:

- a) Details of any vehicle access to the reserves and parking areas.
- b) In the case of Totara Park, details of:
  - i) The means by which any retaining structures facing the park will be designed or mitigated so that views from within the park maintain a rural or informal rather than built appearance; and
  - ii) The reinstatement of mountain bike trails and bridle paths, including appropriate linkages to the park entry / exit points and the provision for continuing use of these facilities during the

construction phase. The mountain bike trail layout shall be re-instated if approved by the Auckland Council Parks Department and developed in consultation with mountain biking clubs.

- c) In the case of Murphys Bush, details of tree removal, works required within the dripline of trees and proposed replacement plantings;
- d) The inclusion and integration of the design for all pedestrian and cycleway linkages and facilities;
- e) Implementation programme, including sequencing of works and completion dates.
- f) This shall include works that could be implemented prior to practical completion of construction works or are outside the Project area including re-instatement of the mountain bike trails prior to construction commencement;
- g) Implementation programmes for planting and field reinstatement; and
- h) Documentation of consultation undertaken required by Condition 32.2 and the views and concerns expressed by this consultation.

## DESIGNATION 1, 2 AND 3

### Condition 33: Landscape Mitigation Planting Plan

33.1 As part of the Urban Design and Landscape DWP a Landscape Mitigation Planting Plan (LMPP) shall be prepared by a suitably qualified landscape specialist and a suitably qualified arborist to manage landscape/visual mitigation planting. The LMPP shall include:

- a) Plans that identify any vegetation to be retained, areas of landscape/visual mitigation planting and ecological enhancement planting required by condition 34. This shall include a schedule of the species to be planted including botanical name, average plant size at the time of planting, planting density and average mature height of each species;
- b) Location-specific details of site preparation, planting, and maintenance operations;
- c) Location specific details of site preparation weed and pest control measures, planting methodology, mulching, weed and pest control, replacement planting, and ongoing maintenance until 100% canopy closure is achieved (in the case of mass planted areas) in accordance with NZTA P39 Standard Specification (or subsequent document) for Highway Landscape Treatments;
- d) Details of measures to be undertaken for topsoil and subsoil amelioration and management, to rehabilitate the soil profile so as to provide a viable growing medium for the areas to be planted, and for use on the berms;
- e) Details of landscape planting on fill abutments between 146 Mill Road and 38 Mill Road to comprise of appropriate low growing native vegetation that enhances connectivity for fauna between these areas but does not compromise road safety;
- f) Details of screening and enhancement planting to soften or naturalise adverse visual effects and visual enhancement of the route for road users and the surrounding visual catchment (including dwellings and public open space areas);
- g) Plans and elevations showing screening and enhancement planting to soften or naturalise batter slopes, stormwater ponds, retaining walls MSE walls, bridges and acoustic fencing;
- h) Selection of locally appropriate eco-sourced native plant species; to ensure that once established, the type of planting is such that it does not require specific ongoing maintenance;
- i) The integration of cut and fill batters with existing topographical features;
- j) Where practicable, including gentle grades and well-rounded profiles for batters, and shaping tops of cut batters for top soiling and grassing.
- k) Maintenance and establishment requirements (see also Condition 33.5);
- l) Measures to minimise clearing work to preserve soil and any indigenous vegetation;
- m) Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;
- n) Integration with the design of noise mitigation measures (such as noise fences) so that the combined measures can be implemented in a co-ordinated manner; and
- o) How the Auckland Council Parks Department, the general public and mana whenua are to

be communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.

p) the Proposed Mitigation Vegetation Planting for 116 Ranfurly Road shown on Attachment 2 of Dennis Scott's evidence dated 21 October 2016. The type of planting shall be locally appropriate eco-sourced native plant species, with reference to the former "*Manukau City Council Restoration Planting Guidelines: Restoring our native plants*" where this does not conflict with other detailed conditions (including but not limited to Condition 34 Ecological and Restoration DWP).

33.2 15 Pin Oaks (*Quercus Palustris*) and one Algerian Oak (*Quercus Anariensis*) situated at 242 Redoubt Road will need to be removed to construct the new intersection of Redoubt Road and Murphys Road. For that stage of the project including this new intersection, the LMPP shall include a minimum of 16 replacement trees within the same genus, capable of achieving large dimensions planted in proximity to the new intersection. The trees should be of good quality nursery stock and have a minimum root ball grade of 400 litres at the time of planting.

The trees should be planted with sufficient spacing from each other and any adjacent structure such that their optimum final dimensions can be achieved.

The growing environment should be free of impediments to root growth and will need to be conducive with sustaining healthy tree function allowing for a sufficient permeable area and natural additions of organic material to foster the trees' long term development and success.

Once planted, the requiring authority shall legally protect the replacement trees in perpetuity.

33.3 Planting sites in the road corridor should be engineered to optimise planting success and long term performance, avoiding confining trees to compacted clay or road base. The planting sites should be engineered such that the newly planted trees have access to a sufficient volume of good quality un-compacted soil appropriate for the growing location and species selection.

33.4 Any landscaping included under the Urban Design and Landscape DWP shall be implemented in accordance with this plan within the first planting season following the construction completion of the Redoubt Road - Mill Road Corridor Project (or if staged – section of the project). If the weather in that planting season is unsuitable for planting, as determined by the Auckland Council Consent Monitoring officer (in consultation with the Auckland Council Parks Department), the landscaping shall instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity shall be agreed by the Auckland Council Consent Monitoring officer.

33.5 The landscaping shall be maintained by the Requiring Authority for a period of five (5) years for specimen street trees and for all other landscape planting.

## **Ecological Management and Restoration**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 34: Ecological and Restoration DWP**

34.1 The Requiring Authority shall appoint a suitably qualified and experienced Ecologist (or Ecologists) to prepare an Ecological Management and Restoration DWP for each part (stage) of the project. The DWP shall be provided to the Auckland Council, at least 30 working days prior to Work commencing within the respective stage. The final Ecological Management and Restoration DWP must be provided to the appropriate Auckland Council representative prior to



commencement of works. The purpose of the Ecological Management and Restoration DWP(s) is to:

- a) Detail the ecological and arboricultural management and monitoring programme that will be implemented to appropriately manage effects on the environment during and after the construction phase of the Project;
- b) Ensure that mitigation and any long-term effects are appropriately managed through monitoring, adaptive management and implementation of appropriate responses;
- c) Document the permanent mitigation measures, including the restoration, management and maintenance of ecological and arboricultural mitigation, as well as the mechanisms for developing relevant mitigation and restoration plans for terrestrial and freshwater habitat;
- d) Detail the Biodiversity Offset & Mitigation Package that will be implemented to offset significant adverse residual ecological and arboricultural impacts; and
- e) Give effect to the ecological and arboricultural conditions of this designation.

34.2 In designing and managing the construction of the Redoubt Road-Mill Road Corridor Project and the potential for adverse effects on ecology, the Requiring Authority shall achieve the following outcomes:

- a) Minimise adverse effects on areas of indigenous vegetation and habitat, habitat and wildlife within the Designation Footprint;
- b) Remedy, mitigate or offset any unavoidable adverse ecological effects of the Project (in that order) in accordance with the conditions; and
- c) In implementing the project the Requiring Authority shall comply with the Ecological Management and Restoration DWP.

34.3 The Ecological Management and Restoration DWP(s) shall include, but need not be limited to, details of the following:

- a) The matters required by Condition 35;
- b) The Lizard Management Plan (LMP) required by Condition 36.
- c) The Bat Management Plan (BMP) required by Condition 37.
- d) Identification of significant natural features (including species, habitats and ecosystems) within the designation;
- e) Measures to avoid tree and ecological loss;
- f) The means by which any vegetation clearance that is unavoidable will be undertaken;
- g) The type, location and extent of mitigation planting to give effect to the Vegetation Conditions;
- h) A comprehensive monitoring programme to be undertaken pre-construction, during construction and post construction;
- i) Identification of additional offsetting opportunities if required, subject to post-construction monitoring required by Condition 35.13(d);
- j) Ecological thresholds which if breached will trigger adaptive management responses;
- k) An outline of the adaptive management response process, including specific reference to the presence of threatened species and habitat loss;
- l) A Tree Protection Plan with all measures required for working in proximity to trees to be retained within the Designation footprint and those immediately adjacent; and
- m) Appropriate engineering and hydrological design to ensure that there are no adverse effects created as a result of any alteration of water flows or water availability that may affect the continuing health of trees inside or outside the Designation footprint.

DESIGNATION 1, 2 AND 3

Condition 34A: Ecological and Restoration DWP

34.1 The Requiring Authority shall prepare and implement a Site Specific Ecological Management and Monitoring Plan for 146 Mill Road and areas of adjacent land as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval (on an individual site basis). The Site Specific Ecological Management and Monitoring Plan will provide for the following mitigation requirements and assist landowners with on-going management post-construction:

- a) Ensure any trees that have been topped at 146 Mill Road are left standing, and any remnants from topped trees are left in situ;
- b) Ensure any trees felled for the abutments at 146 Mill Road will be salvaged for site preparation for pioneer and enrichment planting as outlined below, unless required for cultural purposes;
- c) Plant the back paddock on 146 Mill Road, as shown on Plan 60317081-SKE-30- 0000-C-0134 Rev B dated 20 October 2016, with pioneer and enrichment planting from the bush edge to the existing Totara tree, subject to landowner approval;
- d) If the back paddock at 146 Mill Road, or part thereof, is used for mitigation planting New Zealand Transport Agency will use its best endeavours to obtain legal protection of that planting on an on-going basis;
- e) Undertake weed, possum, and mustelid pest control within the designation boundaries at 146 Mill Road, and on the balance of 146 Mill Road, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- f) Prior to construction commencing at 146 Mill Road, consultation with the occupiers or owners of any dwelling within 250m of the 146 Mill Road boundary, as to whether they support feral cat control within 146 Mill Road using lethal methods. This cat control will not be undertaken if there is not full support from all dwelling occupiers or owners;
- g) Undertake weed control and stock exclusion on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, on an individual site basis, within 6 months from confirmation of the NoR and continuing until 5 years following completion of the construction phase. For clarity, weed control and stock exclusion shall proceed on each of the site or sites where landowner approval is provided;
- h) Undertake enrichment planting on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- i) All of the enrichment planting outlined above will be designed in accordance with the former Manukau City Council Restoration Planting Guidelines: Restoring our Native Plants; and
- j) Outline the on-going management and monitoring actions that may be undertaken by landowners post completion of the Requiring Authority's obligations under this condition in order to ensure the gains that are made are enduring.

## DESIGNATION 1, 2 AND 3

### Condition 35: Vegetation

35.1 The Requiring Authority shall employ a suitably experienced ecologist ('Nominated Ecologist') and a suitably experienced arborist ('Nominated Arborist') to, for the duration of the works, to supervise the implementation of the Ecological Management and Restoration DWP(s), including monitor, supervision and direct all works affecting or otherwise in close proximity to native vegetation and any exotic trees to be retained.

35.2 Prior to the commencement of site works within 146 Mill Rd, a thorough ecological survey shall be undertaken at 146 Mill Rd by the Nominated Ecologist and Nominated Arborist. This survey will include designation footprint and may include the balance of 146 Mill Road, subject to landowner approval. This survey shall include survey for threatened species and assessment of vegetation within the works footprint and below the proposed bridge. In the event that a threatened species is identified, the record must be documented and appropriate authorities contacted (Auckland Council and Department of Conservation). This triggers the requirement for a Threatened Species Management Plan which must be submitted for approval to the appropriate authorities. A detailed assessment of the vegetation within the footprint and below the proposed bridge must include specific avoidance, mitigation measures and details of appropriate offsets for this area including weed and pest control at 146 Mill Road.

These measures must be incorporated into the Ecological Management and Restoration DWP.

35.3 Tree removal work must be undertaken outside of the main part of the bird breeding season (October-February inclusive) to avoid adverse effects on avifauna. Any tree removal works undertaken outside of this period, and particularly between March-May (end of bird breeding season), must trigger the use of a pre works survey carried out by a suitably competent ecologist. If birds are found to be nesting, the tree must be monitored until the bird has moved on and/or chicks fledged, prior to felling.

The tree removal work at 146 Mill Road shall commence only when immediately necessary to construct the bridge, so as to limit exposure to the vegetation that remains. Consideration shall be given to construction of the bridge abutments prior to the topping of canopy species within the remainder of the bridge footprint.

35.4 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions and Ecological Management and Restoration DWP(s) content pertaining to the native vegetation are explained by the nominated botanist to a representative of all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.

35.5 The Requiring Authority shall minimise the amount of native vegetation that is cleared to the extent practicable. All vegetation clearance shall be undertaken in accordance with the measures set out in the Ecological Management and Restoration DWP(s). Special care shall be taken to minimise the loss of old growth native forest and trees at 38, 134, 146 Mill Road and Murphy's Bush to that which is absolutely necessary for the proposed works. To this end no contractor's yard or any other construction-related facility shall be located within the indigenous vegetation at 38, 134 and 146 Mill Road or Murphys Bush, and any necessary haul roads and crane platforms located within indigenous vegetation shall avoid significant native trees and shall be kept as narrow and small as practicable.

35.6 Following completion of the works at 38 Mill Road the Requiring Authority shall reinstate all haul roads, crane platforms and all other areas cleared of native vegetation by way of appropriate soil reconditioning and revegetation planting with shade tolerant native shrubs and small tree species, in accordance with the Ecological Management and Restoration DWP, which shall have detailed the means by which this shall be achieved, and including species, size, density and layout, including a planting and maintenance plan. Species selection and density shall be guided by Auckland Council's Draft Indigenous terrestrial and freshwater ecosystems of Auckland (2013). Restoration planting of shrub species shall be at an average of 1m spacing and native grasses at 0.5m spacing using PB3 size plants or larger. Enhancement planting and the placement of canopy species will be dependent upon the species selected but will be at an average of 5-10m apart.

35.7 Following completion of works at 38 Mill Road the Requiring Authority shall legally protect the indigenous vegetation remaining within the new road designation on this property.

35.8 The Requiring Authority shall clearly demarcate the extent of indigenous vegetation clearance prior to its removal, under the supervision of the nominated botanist.

35.9 The Requiring Authority shall undertake mitigation planting to replace any native vegetation that is required to be removed as a result of construction activities, in accordance with the Ecological Management and Restoration DWP(s). This will be at a minimum ratio of 7:1 for kanuka-manuka scrub and 8:1 for mature native vegetation.

35.10 The mitigation and off-setting planting covers a minimum of 2.2 hectares and shall be undertaken in the severance lands that remain within the road designation following

completion of the works, as shown in the Mill Road Corridor Project Notice of Requirement for Designation, Volume 2.2 Appendix B – Urban Design and Landscape Study Strips 4 and 5 (AECOM 29 September (2014)).

35.11 All mitigation planting as part of this project must be protected by way of a binding covenant, consent notice or other suitable and effective legal mechanism.

35.12 For a period of five (5) years following completion of construction, or until canopy closure, the Requiring Authority shall undertake weed control and management of all invasive plant pests (as defined by Auckland Council's Regional Pest Management Strategy) within the vegetated areas of the designation and also within the mitigation planting areas for the Project. The methodology for weed control and management of all invasive plant pests within the vegetated areas shall be included in the Ecological Management and Restoration DWP(s).

35.13 The Nominated Ecologist, in consultation with the Nominated Arborist, shall undertake an Ecological Monitoring Programme (EMP) prior to, throughout, and following the construction period, including monitoring of:

- a) Any works within the vicinity of native vegetation that has the potential to impact on that vegetation;
- b) The general health of native vegetation within the designation including soil condition monitoring to ensure good root environment for those trees beneath the bridging structures and monitoring of the vegetation communities present at Totara Park that may be affected by the designation;
- c) Compliance with the clauses of Condition 35 by way of fortnightly inspections and reporting during the construction period;
- d) Post-construction monitoring of the effects of the project will be required for a period of five (5) years to determine any adverse effects and replace plants as required. As a result of monitoring, if the effects of the bridge spanning the bush at 146 Mill Road are considered to be more than minor on native flora and fauna populations, there shall be a requirement for additional offsetting.
- e) the condition of the existing King Ferns in proximity to the proposed works and the stream downstream of works at 146 Mill Road; and
- f) the vegetation beneath the bridge at 146 Mill Road for the purposes of identifying any adverse effects including drying out of the understory and recommending remedial actions.

35.14 If at any stage the monitoring results indicate adverse ecological effects greater than those anticipated by the project, this shall trigger an appropriate management response accordance with the Ecological Management and Restoration DWP(s).

35.15 Any mitigation planting utilising native plants shall use plants genetically sourced from the Manukau Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the neighbouring Hunua Ecological District.

## DESIGNATION 2 AND 3

### Condition 36: Designation 2 Lizard Management Plan

36.1 A Lizard Management Plan (LMP) shall be submitted as part of the Ecological Management and Restoration DWP(s) required by Condition 34. The objective of the LMP is to minimise lizard mortality resulting from construction of the Project and shall have the following objectives:

- a) The population of each species of native lizard present on the site shall be maintained or enhanced, either on site or appropriately translocated; and
- b) The habitats on the site or at the translocation site post development support viable lizard populations for all species present pre-development.

36.2 The LMP shall address the following (as appropriate):

- a) Credentials and contact details of the ecologist/herpetologist who will implement the plan;
- b) Details regarding obtaining the necessary Wildlife Act 1953 permits; and
- c) Timing of the implementation of the LMP.

36.3 The LMP shall also include, but not be limited to, details of search methods to be implemented within the project footprint for identifying arboreal and ground-dwelling lizards prior to any vegetation clearance in the vicinity. Specifically, the LMP must include the following information:

- a) Description of the relocation site;
- b) Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc;
- c) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols, nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols; artificial cover object protocols, and opportunistic relocation protocols. Capture techniques should be determined by the consulting herpetologist and detailed within the LMP;
- d) The LMP must be implemented outside of the winter months of June, July and August due to low lizard detectability during the colder months;
- e) Methodology for minimising lizard mortality resulting from construction works associated with the project;
- f) Mechanisms for re-establishing affected lizard habitat within the corridor of works including provision for additional refugia, if required e.g. depositing salvaged logs, wood particles or debris for newly released skinks that have been rescued;
- g) Locations for the potential release of lizards, including details on any weed and pest management to ensure the relocation site is maintained as appropriate habitat;
- h) The methodology for any post-vegetation clearance capture of lizards; and
- i) The methodology for captive management of lizards.

36.4 A suitably qualified and experienced ecologist/herpetologist to oversee the implementation of the LMP shall certify that the works have been carried out according to the approved LMP within two weeks of completion of the vegetation clearance works.

36.5 Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan shall be recorded on an Amphibian and Reptile Distribution Scheme (ARDS) Card and sent to the Department of Conservation. A copy shall be sent to the Auckland Council Team Leader (Central/South) Biodiversity.

## DESIGNATION 2 AND 3

### Condition 37: Bat Management Plan

37.1 A Bat Management Plan (BMP), prepared and implemented by a qualified bat ecologist, shall be submitted as part of the Ecological Management and Restoration DWP(s). The objective of the BMP is to minimise bat mortality resulting from construction of the Project. The BMP shall include, but not be limited to:

- a) Details of searching methods to be implemented within the project footprint for identifying bat roost trees prior to any vegetation clearance in the vicinity;
- b) Mechanisms to avoid felling of active bat roost trees where practicable and minimising where practicable bat mortality resulting from construction works associated with the project.
- c) Details on the appropriate procedure to follow in the event of finding alive, dead or injured bats must be included in the BMP. These should be based on recommendations from the Department of Conservation (DOC); and

- d) Details on appropriate lighting to be incorporated into the project design, based on best-practice methodology for minimising effects on bat populations.

37.2 Trees that may contain bats ideally should not be removed from May - October when bats are hibernating or torpid nor during November-January which is the breeding season for long-tailed bats. Where trees need to be felled in these periods the following methodology will be applied:

- a) All trees to be removed within the designation footprint must be clearly marked. Each tree to be removed should be monitored overnight (ensuring sampling at dusk and dawn) via an ABM, for a minimum of 5 days, during which time the dusk temperature must remain above 7°C; and
- b) If bat activity is recorded, tree felling in the area shall not proceed until such activity ceases. Should this take longer than three days, Auckland Council and DOC shall be informed and the appropriate procedure from the BMP shall be implemented.

## **Contaminated Land**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 38: Contamination DWP**

38.1 A Detailed Site Investigation covering the areas of potential contamination identified in AECOM's Contaminated Land Assessment – Redoubt Road/ Mill Road Corridor (October 2014) shall be undertaken in accordance with the Ministry for the Environment's Contaminated Land Management Guideline Number 1: Reporting on Contaminated Sites in New Zealand (Revised 2011), and Guideline Number 5: Site Investigation and Analysis of Soils (Revised 2011). If the designation is to be given effect to in part (staged), then the site investigation shall only relate to those areas of potential contamination identified in the Contaminated Land Assessment within that stage.

38.2 The Detailed Site Investigation required by Condition 38.1 shall include the site at 1345 Alfriston Road.

38.3 A Contamination DWP shall be prepared to manage the adverse effects relating to contaminated land during the construction of the Redoubt Road - Mill Road Corridor Project. If the designation is to be given effect to in part (staged), the DWP need only relate to that part (stage).

38.4 The objective of the Contamination DWP is to avoid, remedy or mitigate the adverse effects of construction on human health and environmental impacts which may result from the disturbance of contaminated materials during construction.

38.5 To achieve the above objective the following shall be included in the Contamination DWP and implemented as required:

- a) A report detailing the outcomes of the Detailed Site Investigation required by Condition 38.1.
- b) A health and safety plan that addresses:
  - i) Worker safety in relation to hazardous substances; and
  - ii) Worker training with regard to handling hazardous substances, identifying potentially contaminated soil / material, and notification procedures for discovery of contamination;
- c) Procedures for how erosion and sediment control measures will manage the effects caused by the removal of contaminated soil/material. The procedures must also be set out in the erosion and sediment control plans required under condition 19.1(b);
- d) Procedures for how stormwater, dust, and odour control measures will manage the effects caused by the removal of contaminated soil / material;
- e) Procedures for site characterisation, contaminated soil classification, management and disposal of contaminated soil / material;

- f) Where any trenches/excavations during civil works are to be sealed as a result of contamination and how this is to be recorded;
- g) How and which work areas are to be restricted to authorised personnel only and procedures to limit the presence of ignition sources in these areas (e.g. no smoking within or adjacent to construction area, no welding or open flames near areas with high concentrations of hydrocarbon contamination);
- h) Procedures for the monitoring and management of the removal of contaminated soil / material by a suitably qualified environmental specialist including onsite monitoring of soil, surface water and groundwater quality during construction to ensure that waste is properly classified in order to minimise the risk to site workers, the public and the environment;
- i) How the placement of re-used contaminated soil / material will be recorded and tracked;
- j) Where areas for stockpiling and storing contaminated soil / material will be established on the construction site and the procedures for managing the containment of the contaminated soil / material in these areas; and
- k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how the general public are to be communicated with on the management of the adverse effects relating to the removal of contaminated soil / material.

## **Air Quality**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 39: Air Quality DWP**

39.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Redoubt Road - Mill Road Corridor Project or any part of it (if staged).

39.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

39.3 To achieve the above objective measures shall be included in the Air Quality DWP that, so far as practicable, seek to:

- a) Reduce the odour, dust or fumes arising as a result of construction of the project at any point within 100 m that borders a highly sensitive air pollution land use; and
- b) Ensure that the 24-hour average concentration, measured midnight to midnight, of Total Suspended Particulate (TSP) at any point within 100 m of the designation boundary that borders a highly sensitive air pollution land use does not exceed 80 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ).

39.4 The Air Quality DWP shall, as a minimum, address the following:

- a) Description of the works, anticipated equipment/processes and durations;
- b) Periods of time when emissions of odour, dust or fumes might arise from construction activities;
- c) Identification of highly sensitive air pollution land uses likely to be adversely affected by emissions of odour, dust or fumes from construction activities;
- d) Methods for mitigating dust emitted from construction yards, haul roads, stock- piles and construction site exits used by trucks, potentially including the use of vacuum sweeping, watersprays or wheel washes for trucks;
- e) Methods for mitigating odour that may arise from ground disturbing construction activities;
- f) Methods for maintaining and operating construction equipment and vehicles in order to seek to minimise visual emissions of smoke from exhaust tailpipes;
- g) Methods for undertaking and reporting (to council) on the results of daily inspections of construction activities that might give rise to odour, dust or fumes;

- h) Methods for monitoring and reporting (to council) on the state of air quality during construction, including Total Suspended Particulate, wind speed, wind direction, air temperature and rainfall;
- i) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling complaints about odour, dust or fumes;
- j) Construction operator training procedures on mitigation of odour, dust or fumes; and
- k) Contact numbers for key construction staff, staff responsible for managing air quality during construction and council officers.

## **Specific Design Requirements**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 40**

- 40.1 The bridge structure spanning the bush referred to as Cheesman's bush (146 Mill Road) shall be constructed without piers or other bridge support structures between the abutments (NoR 3 only).
- 40.2 Provision shall be made where it is safe and practicable for an effective means of separation between the carriageway and cyclists along the entire length of the corridor. Options to consider may include the use of planted or raised medians and the reconfiguration of the road cross section such that the lighting column/street tree planting berm is located between the carriageway and cycleway.
- 40.3 Provision shall be made for pedestrian-friendly crossing points at appropriate, safe and practicable locations where the corridor is bounded on both sides by Urban / Future Urban land and adjacent to Totara Park. Options to consider are to include the introduction of pedestrian refuges, contrasting carriageway paving materials to reinforce pedestrian priority, and footbridges (where pedestrian crossovers cannot be integrated into signalised intersections). Where pedestrian crossing points are at-grade with the cycle lane it should be ensured that safety for pedestrians and cyclists and the operation of the cycle lane are not compromised.
- 40.4 Directional information from the Alfriston-Mill Road intersection roundabout, and from where the Mill Road corridor reconnects to existing Mill Road, to the child care centre at 310 Mill Road.
- Prior to the existing Mill Road being closed for access south of the Alfriston Road intersection as required to commence construction for the relevant section of the Redoubt Road – Mill Road Corridor Project (NOR 3) the requiring authority shall install two directional signs in accordance with ATCOP and/or AT's Approach to Acknowledged Direction, Service & General Guide Signs (or equivalent standard) identifying the child care centre at 310 Mill Road. Should the child care centre no longer be in operation at 310 Mill Road at this time then this signage will no longer be considered necessary.
- 40.5 All stormwater wetlands are to be designed in collaboration with a landscape architect. The stormwater wetland designs are to be submitted as part of the Urban Design and Landscape DWP required by condition 31.2.
- 40.6 As part of detailed design, and in consultation with the landowner, the requiring authority shall investigate opportunities to limit land take, limit removal of landscape plantings and provide suitable access in relation to 208 Redoubt Road.
- 40.7 At the time NoR 3 is constructed the Requiring Authority shall consider providing a slip lane along the existing part of Mill Road south of Alfriston Road, with direct access to the new road alignment. In making its decision the Requiring Authority shall consider:



- a) The extent of existing and likely further demand for a slip lane as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Mill Road;
- c) Alternative intersection types including a roundabout or the use of traffic signals and the safety and efficiency of the intersections; and
- d) The benefits of a slip lane for individual properties (including 310 Mill Road) as well as the interests of other stakeholders, including Alfriston School.

40.8 For Murphys Road, stormwater infrastructure, where practicable shall be located within the road reserve, adopt water sensitive design principles in accordance with the Proposed Auckland Unitary Plan Stormwater Management Area Flow 1 requirements any relevant Network Discharge Consent and the Stormwater Code of Practice.

40.9 The final design of the carriage way shall enable future access from 1345 Alfriston Road, Alfriston (being Part Lot 2 DP 12981 comprised in NA7D/12) to the Mill Road corridor, Alfriston Road, and the existing Mill Road generally in accordance with Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016, which includes:

- a) In the case of the land to the east of the Mill Road corridor ("the Eastern Block"):
  - i) One left out left in access onto the Mill Road corridor to and from the Eastern Block.
  - ii) One full access from the Eastern Block to the existing Mill Road.
- b) In the case of the land to the west of the Mill Road corridor ("the Western Block"):
  - i) One left out left in access between the Western Block and the Mill Road corridor.
  - ii) One full access onto Alfriston Road from the Western Block set back a minimum distance of 70 metres from the western approach limit line of the Alfriston Road Mill Road intersection.
- c) The existing Mill Road reconnecting to the Mill Road corridor with a left out left in connection heading in a southern direction.

#### **Advice note:**

The owner of the land at 1345 Alfriston Road has sought that provision be made for access to that site as part of the designation confirmation process. Any such access and site development will require resource consent. The Requiring Authority considers that access can be achieved to 1345 Alfriston Road without compromising the safe and efficient operation of the new road, although it cannot provide a conclusive assurance or assessment until such time as a resource consent is sought for the access and site development and sufficient details are available to enable a final assessment.

### **Operational Traffic Noise**

#### **DESIGNATION 1, 2 AND 3**

##### **Condition 41**

41.1 For the purposes of Conditions 41–53 the following terms will have the following meanings:

- a) BPO – means the Best Practicable Option.
- b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
- c) Habitable Space – has the same meaning as in NZS 6806:2010.
- d) Noise Assessment - means the Road-traffic Noise Assessment Report in accordance with Condition 42.
- e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, i.e. Category A – primary noise criterion, Category B – secondary noise criterion and Category C internal noise criterion.
- f) NZS 6806:2010 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads.
- g) PPFs - has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the

Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 42, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment.

h) Structural Mitigation – has the same meaning as in NZS 6806:2010.

#### DESIGNATION 1, 2 AND 3

##### Condition 42

42.1 The Requiring Authority shall appoint a suitably qualified acoustics specialist to confirm the indicative BPO mitigation options set out in the Noise and Vibration Assessment (dated 19 March 2015) in Attachment 3 of the Response to Feedback to Council. No later than 6 months prior to construction starting for a project stage, the Requiring Authority shall submit to the Council a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories') that achieve, at a minimum, the same Noise Criteria Categories as for the indicative BPO mitigation options of the Noise and Vibration Assessment (dated 19 March 2015). The Requiring Authority shall implement the Selected Options for noise mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 43 – 53 below.

42.2 The Noise Assessment shall only consider those PPF's existing on the date the Notice of Requirement was served on Auckland Council (24 October 2014).

#### DESIGNATION 1, 2 AND 3

##### Condition 1, 2 and 3

43.1 The design of the Structural Mitigation or building mitigation measures in the Selected Options (the 'Detailed Mitigation Options') shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition 44, shall include, as a minimum, the following:

- a) Building modification or structural mitigation measures (such as noise fences) in accordance with the Noise Assessment; and
- b) Low-noise road surfaces-materials on the carriageways of the Project, except where not practicable for engineering or safety reasons, in accordance with the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 44

44.1 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the Selected Options either:

- a) if the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified specialist certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or
- b) if changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.

## DESIGNATION 1, 2 AND 3

### Condition 45

45.1 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project stage, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction.

## DESIGNATION 1, 2 AND 3

### Condition 46

46.1 Prior to construction of the Project stage, a suitably qualified acoustics specialist shall identify those PPFs which following implementation of all the Structural Mitigation included in the Detailed Mitigation Options are not in Noise Criteria Categories A or B and where the internal noise level would be greater than 45 dB LAeq(24h) ('Category C Buildings'). For these Category C Buildings, Building Modification Mitigation may be required to achieve 40 dB LAeq(24h) inside habitable spaces.

## DESIGNATION 1, 2 AND 3

### Condition 47

47.1 Prior to commencement of construction of the Project stage in the vicinity of a Category C Building, the requiring authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

47.2 If the owner(s) of the Category C Building approves the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 47.1), then no more than 12 months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

## DESIGNATION 1, 2 AND 3

### Condition 48

48.1 Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 47 above where:

- a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- b) The owner of the Category C Building approved the Requiring Authority's access, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
- c) The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Condition 47.2 including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 47.1 within that period)); or
- d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.

## DESIGNATION 1, 2 AND 3

### Condition 49

49.1 Subject to Condition 48, within six months of the assessment required under Condition 47.2 the Requiring Authority shall give written notice to the owner of each Category C Building:

- a) Advising of the options available for Building-Modification Mitigation to the building; and
- b) Advising that the owner has three months within which to decide whether to accept Building- Modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise which of those options the owner prefers.

## DESIGNATION 1, 2 AND 3

### Condition 50

50.1 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented (including the Requiring Authority obtaining any third party authorisations required to implement the mitigation) in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

## DESIGNATION 1, 2 AND 3

### Condition 51

51.1 Subject to Condition 48, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition 50 above where:

- a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or
- b) The owner of the Category C Building did not accept the Requiring Authority's offer to implement Building- Modification Mitigation prior to the expiry of the timeframe stated in Condition 47.2 above (including where the owner did not respond to the Requiring Authority within that period); or
- c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

## DESIGNATION 1, 2 AND 3

### Condition 52

52.1 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.

## DESIGNATION 1, 2 AND 3

### Condition 53

53.1 No more than 6 months after the final road surface required by Condition 45 has been laid, on the Project stage, the Requiring Authority shall appoint a suitably qualified acoustics specialist to undertake monitoring of operational noise at a minimum of 2 locations per project stage (minimum of 5 locations in total along the entire Project length) to confirm that operational noise levels from the Project meet the noise criteria categories set out in the Noise Assessment. Results of the surveys shall be adjusted for traffic volume in the design year. If the adjusted results of the surveys show that PPFs receive noise levels in a noise criteria category that is greater than set out in the Noise Assessment (e.g. from Category A to Category B), the Requiring Authority

shall carry out mitigation to attenuate the noise generated by the Project to within the category levels specified in the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 54

54.1 New Zealand Transport Agency will, as soon as reasonably practicable, provide the owners of 116 Ranfurly Road with the noise contours for 116 Ranfurly Road which will be modelled on the basis that the Best Practicable Option (the BPO) is to be implemented.

54.2 New Zealand Transport Agency will meet the noise contours provided to the owners of 116 Ranfurly Road under condition 54.1 when the road is constructed.

54.3 Any future dwellings or buildings on the balance land at 116 Ranfurly Road will be designed so that suitable internal noise levels are achieved based on the noise contours provided by New Zealand Transport Agency under condition 54.1.

54.4 New Zealand Transport Agency will carry out an analysis of the BPO and implement this at Outline Plan of Works stage no more than 12 months before commencement of construction, but this will be limited to assessing the need for additional structural mitigation in the corridor adjacent to 116 Ranfurly Road.

54.5 New Zealand Transport Agency will not oppose future development of the balance land at 116 Ranfurly Road that is consistent with its Future Urban zoning under the Unitary Plan, subject to the right for New Zealand Transport Agency to provide traffic engineering input into an assessment of the adequacy of any access design. This does not constrain or prevent New Zealand Transport Agency from refusing to provide its approval to development of 116 Ranfurly Road under section 176 of the Resource Management Act 1991 or section 71 of the Public Works Act 1981 (as the case may be).

#### **Advice Notes:**

#### DESIGNATION 1, 2 AND 3

##### AN1

The Requiring Authority is required to submit an application to Heritage New Zealand for an archaeological authority to modify or destroy the whole or any part of any archaeological site or sites within a specified area of land, whether or not a site is a recorded archaeological site (Heritage New Zealand Pouhere Taonga Act 2014 Section 44(a)) in advance of earthworks commencing in the area where the archaeological site is located within the proposed corridor. An Authority would establish procedures to ensure that for any archaeological remains affected by the project would be investigated or recorded to recover information relating to the history of the area.

In the event of unanticipated archaeological sites, taonga (artefacts) or koiwi (human remains) being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with the Heritage New Zealand and relevant iwi interests.

#### DESIGNATION 1, 2 AND 3

##### AN2

The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 land acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

#### DESIGNATION 1, 2 AND 3

##### AN3

Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with Condition 5 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

#### DESIGNATION 1, 2 AND 3

##### AN4

Under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Redoubt Road - Mill Road Corridor Project without the written approval of the Requiring Authority.

#### DESIGNATION 1, 2 AND 3

##### AN5

Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

## Attachments

No attachments.

## **Attachment 4**

**Corrected conditions (Insertion of designation map)  
(Clean)**

## 6786 Mill Road-Redoubt Road Corridor Project

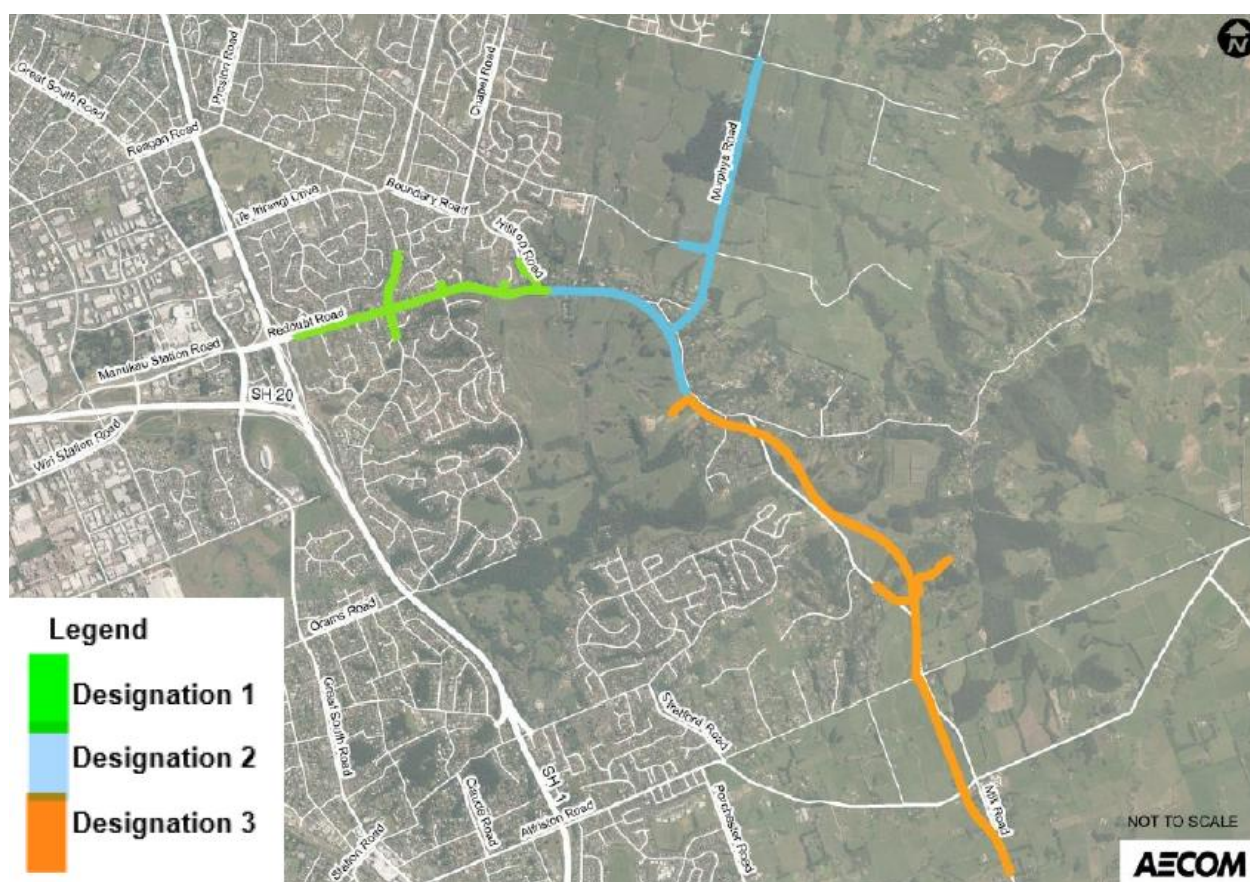
Designation Number	6786
Requiring Authority	New Zealand Transport Agency
Location	Parts of Redoubt Road, Mill Road and Murphy's Road
Rollover Designation	Yes
Legacy Reference	Designation 321, Auckland Council District Plan (Manukau Section) 2002; Designation 50, Auckland Council District Plan (Papakura Section) 1999
Lapse Date	Various. See conditions for details

## Purpose

The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.

## Conditions

### DEFINITIONS





## DESIGNATIONS 1, 2 AND 3

### **Consult Consulting Consultation**

The process of providing information about the construction works, and receiving for consideration, information from stakeholders directly affected and affected in proximity parties, regarding those effects and proposals for the management and mitigation of them.

## DESIGNATIONS 1, 2 AND 3

### **Fully operational traffic lane**

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

## DESIGNATIONS 1, 2 AND 3

### **Two way access**

Access into and out from a site or a road. This access may include restrictions (e.g. left in, left out) where these are specified within the relevant conditions.

## DESIGNATIONS 1, 2 AND 3

### **Best practicable option**

Has the meaning under the Resource Management Act 1991; as follows:

**Best practicable option**, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to—

- (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and
- (b) the financial implications, and the effects on the environment, of that option when compared with other options; and
- (c) the current state of technical knowledge and the likelihood that the option can be successfully applied.

## DESIGNATIONS 1, 2 AND 3

### **Highly Sensitive Air Pollution Land Use**

This includes a location where people and surroundings may be particularly sensitive to the effects of air pollution. These include residential houses, hospitals, schools, early childhood centres, childcare facilities, rest homes, residential properties, premises primarily used as temporary accommodation (such as hotels, motels and camping grounds), open space used for recreation, the conservation estate, marae and other similar cultural facilities.

## DESIGNATION 1, 2 AND 3

### **Historic Heritage**

This includes heritage buildings, sites and places identified in the New Zealand Heritage List, the Auckland Council Cultural Heritage Inventory, the NZAA Site Record File, or in the Auckland Council District Plan (Manukau or Papakura Sections), or in the Proposed Auckland Unitary Plan (for heritage rules currently with legal effect) or as specifically identified in conditions.

## DESIGNATION 1, 2 AND 3

### **Mana Whenua**

Mana whenua for the purpose of this designation 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 Redoubt Road - Mill Road Corridor Project:

- Te Akitai Waiohū
- Ngāti Tamaoho
- Ngai Tai ki Tamaki
- Ngāti Te Ata
- Ngāti Paoa

## DESIGNATION 1, 2 AND 3

### **Material change**

Material change will include amendment to any base information informing the CEMP(s) or other Plans (including Delivery Work Plans and other Management Plans) or any process, procedure or method of the CEMP(s) or other Plan which has the potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

## DESIGNATION 1, 2 AND 3

### **Delivery Work Plans**

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- a) Transport, Access and Parking;
- b) Construction noise and vibration;
- c) Historic Heritage;
- d) Urban Design and Landscape
- e) Ecological management and restoration;
- f) Social Impact and Business Disruption;
- g) Air quality;
- h) Contamination.

## ABBREVIATIONS

CEMP	Construction Environmental Management Plan
DWP	Delivery Work Plan
NoR	Notice of Requirement
SEP	Stakeholder Engagement Plan
SIMP	Social Impact Management Plan

## General Conditions

### DESIGNATIONS 1, 2 AND 3

#### Condition number 1

Except as modified by the conditions below and subject to final detailed design, the Redoubt Road - Mill Road Corridor Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 24 October 2014 and supporting documents being:

- a) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated October 2014);
- b) Supporting environmental assessment reports (contained in Volume 2 of the Notice of Requirement suite of documents);
- c) The Preliminary Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated September 2014);
- d) Plan sets:
  - i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated October 2014);
  - ii) Plans contained in Volume 3 of the Notice of Requirement suite of documents, dated October 2014);
  - iii) Plan 60317081-SKE-30-0000-C-0065 Rev A which details retaining walls on Murphys Road in proximity to the Thomas Road intersection.

iv) Plan 60317081-SHT-30-0000-CD-0514 Rev F dated 15 August 2016 which details the area of land required for Wetland 7 at 125 Murphys Road.

v) Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016 showing the bridge design for 146 Mill Road and including a steel bridge of 40 metre span.

The north-eastern abutment and piles and south-western abutment and piles shall not be closer to the bottom of the gully than depicted on Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016. The underside of the bridge shall be painted in as light a colour as is reasonably practicable to encourage light conditions for understorey vegetation.

vi) Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016 which details access arrangements in the vicinity of the intersection of Alfriston Road and Mill Road.

### DESIGNATION 1 AND 2

#### Condition 2: Lapse Dates

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), designation NoRs 1 and 2 shall lapse if not given effect to within 10 years from the date on which they are confirmed.

## DESIGNATION 3

2.2 In accordance with section 184(1) of the RMA, designation NoR 3 shall lapse if not given effect to within 15 years from the date on which it is confirmed.

## DESIGNATION 1, 2 AND 3

### Condition 3

3.1 On an on-going basis as design progresses, and as soon as reasonably practicable but no later than 12 months from the date of the relevant section of the Redoubt Road - Mill Road Corridor Project becoming operational, the Requiring Authority shall:

- a) Identify any areas of the Redoubt Road - Mill Road Corridor designation that are no longer necessary for the on-going operation, on-going maintenance or for on-going mitigation measures; and
- b) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in a) above.

## DESIGNATION 1, 2 AND 3

### Condition 3A: Kauri dieback hygiene controls

3A.1 All equipment and footwear which is to be used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of a suitably experienced arborist ('Nominated Arborist') prior to arrival on site.

3A.2 All equipment and footwear used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist prior to removal from those locations.

3A.3 For the avoidance of doubt, in this condition "equipment" includes, but is not limited to, excavator buckets and tracks, shovels, picks, wheel barrows, drilling apparatus, augurs, and any other ground penetrating tools or equipment.

3A.4 Any soil material which is required to be removed from within 30 metres of a New Zealand Kauri, or any Elm material or soil from the root zone of any Elm tree, shall remain on site, or be transported to a landfill site (which is not a transfer station) and buried within the ground as a controlled bury.

3A.5 Where any material for the purposes of condition 3A(d) is to be loaded onto the back of an open top vehicle, the material shall be covered with a tarpaulin (or similar cover) to prevent the soil from leaving the vehicle whilst it is in motion. The tarpaulin (or similar cover) must be buried with the soil material. After the material has been emptied from the vehicle, the areas of the vehicle which were exposed to the material shall be washed with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist.

## **Pre-Construction Conditions**

## DESIGNATIONS 1, 2 AND 3

### Condition 4: Network Utility Operators

4.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the Redoubt Road - Mill Road Corridor Project, without the prior written consent of the Requiring Authority.

4.2 In the period before construction begins on the Redoubt Road - Mill Road Corridor Project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the Redoubt Road - Mill Road Corridor Project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:

- a) Maintenance and urgent repair works of existing Network Utilities;
- b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- c) Minor works such as new property service connections;
- d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Redoubt Road - Mill Road Corridor Project designation.

4.3 For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Corridor Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with this condition or the section 176(1)(b) RMA process.

## DESIGNATIONS 1, 2, AND 3

### Condition 4: Network Utility Operator Liaison

5.1 The Requiring Authority and its contractor shall:

- a) Work collaboratively with Network Utility Operators during the development of the further design for the Redoubt Road - Mill Road Corridor Project to provide for the ongoing operation and access to Network Utility operations;
- b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology, and duration being known; and
- c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP(s) (Condition 18) and DWPs in relation to management of adverse effects on Network Utility Operations.

## DESIGNATION 1, 2 AND 3

### Condition 6: Mana Whenua Consultation

6.1 Within three months of the confirmation of the designations the Requiring Authority shall provide a process for on-going consultation and input of mana whenua into the design and construction of the Redoubt Road - Mill Road Corridor Project.

6.2 The frequency of meetings shall be agreed between the Requiring Authority and mana whenua.

6.3 The role of mana whenua as part of the on-going consultation includes (but is not limited to) the following:

- a) Input into the preparation of the Urban Design and Landscape DWP, Ecological Management and Restoration DWP, Social Impact and Business Disruption DWP and Construction Environmental Management Plan (CEMP(s)) required by these conditions;
- b) Recommending a Māori name for the new road associated with the project;
- c) Input into the urban design and landscape design associated with the project, including to incorporate pou or artistic features where the project crosses waterways;
- d) Involvement of mana whenua in removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
- e) Working collaboratively with the Requiring Authority around archaeological matters;

- f) Undertaking kaitiakitanga responsibilities associated with the Mill Road Corridor Project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery protocols and Accidental Discovery Protocols, and providing mātauranga Māori input in the relevant stages of the Project;
- g) Input into any matters requiring consultation with mana whenua under these NoR conditions; and
- h) Any other matters agreed between the Requiring Authority and mana whenua, for example, matters arising from the views, aspirations or recommendations set out in the MVAs and CVA.

6.4 Mana whenua may provide written reports to the Requiring Authority in relation to any of the matters in Condition 6.3. The Requiring Authority must consider these reports and identify how any suggestions have been incorporated in the Redoubt Road - Mill Road Corridor Project in respect of the matters in Condition 6.3.

6.5 Mana whenua may in addition to the foregoing, at their choice, participate in the Community Liaison Group, refer Condition 15.3.

### **Construction Conditions**

#### **DESIGNATIONS 1, 2 AND 3**

##### **Condition 7: Management Plan and Outline Plan Requirements**

7.1 Prior to commencing any works pursuant to these designations the Requiring Authority shall submit an Outline Plan (or Outline Plans) to the Auckland Council for the construction of the Redoubt Road - Mill Road Corridor Project in accordance with section 176A of the RMA. The Outline Plan(s) shall include:

- a) The Stakeholder Engagement Plan(s) (SEP - Condition 15);
- b) The Construction Environmental Management Plan (CEMP(s));
- c) Delivery Work Plans (DWPs) (where relevant); and
- d) Any other information required by the conditions of this designation associated with the construction of the Redoubt Road - Mill Road Corridor Project.

7.2 Prior to submitting any Outline Plan to Auckland Council the Requiring Authority shall engage suitably qualified independent specialists approved by the appropriate Auckland Council representative (or representatives) to form Independent Peer Review Panels relevant to the SEP, CEMP and the following DWPs:-

- a) Historic Heritage;
- b) Urban Design and Landscape;
- c) Social Impact and Business Disruption;
- d) Ecological and Arboricultural Management.

7.3 The purpose of the Independent Peer Review Panels is to undertake a peer review of the SEP, CEMP(s) and DWPs and to provide recommendations on whether changes are required to the SEP, CEMP(s) and DWPs in order to meet the objective and other requirements of these conditions, including the matters prescribed as being required in the conditions to be given regard to when preparing the SEP, CEMP(s) and DWPs. This shall include reference to all documentation referred to in Condition 1 and in addition the relevant Council Specialist Review reports submitted at the NoR hearing.

7.4 The SEP, CEMP(s) and DWPs must clearly document all comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in proximity parties, along with a clear explanation of where any comments have not been

incorporated, and the reasons why not. This information must be included in the SEP, CEMP(s) and DWPs provided to both the Independent Peer Review Panels and Auckland Council as part of this condition.

7.5 The SEP, CEMP(s) and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the Independent Peer Review Panels have been incorporated, and, where they have not, the reasons why not.

7.6 In reviewing an Outline Plan(s) submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer reviews undertaken in accordance with this condition.

7.7 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the Redoubt Road - Mill Road Corridor Project:

- a) Either at the same time or in parts; and
- b) By submitting one or more:
  - i) Outline Plan of Works;
  - ii) Stakeholder Engagement Plans;
  - iii) CEMPs; and
  - iv) DWPs.

7.8 These plans should clearly show how the part given effect to integrates with adjacent Mill Road corridor construction works and interrelated activities.

7.9 All works shall be carried out in accordance with the Outline Plan(s), SEP, CEMP(s) and DWPs required by this Condition 7.

## DESIGNATIONS 1, 2 AND 3

### Condition 8: Availability of Plan(s)

8.1 For the duration of construction the following plans, and any material changes to these plans, shall be made available for public viewing on the Project web site:

- a) CEMP(s);
- b) DWPs; and
- c) Stakeholder Engagement Plan.

8.2 A copy of these Plans will also be held and made available for viewing at each construction site.

## DESIGNATION 1, 2 AND 3

### Condition 9: Monitoring of Construction Conditions

9.1 The Requiring Authority and its contractor team shall seek to establish and implement a collaborative working process with Auckland Council dealing with day to day construction processes, including monitoring compliance with the designation conditions and with the CEMP(s) and DWPs and any material changes to these plans associated with construction of the Redoubt Road - Mill Road Corridor Project.

- a) This collaborative working process shall operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council;
- b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s);
- c) The “key contacts” shall be identified in the CEMP(s) and shall meet at least monthly unless

a different timeframe is agreed with the Auckland Council Consent Monitoring Officer(s). The purpose of the meeting is to report on compliance with the designation conditions and with the CEMP(s), DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

9.3 The purpose and function of the collaborative working process is to:

- a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:
  - i) The works authorised under these designations are being carried out in compliance with the designation conditions, the CEMP and DWPs and any material changes to these plans;
  - ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP(s) and DWPs and any material changes to these plans.
- b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP(s) or DWPs, which are not material changes triggering the requirement for a new Outline Plan, can be required, provide input into and confirmed;
- c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP(s) or DWP;
- d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and adequacy of the measures adopted to respond to these.

### **Social Impact Management Plan (SIMP), Construction Environmental Management Plan (CEMP) and Delivery Work Plans (DWPs)**

#### **DESIGNATION 1, 2 AND 3**

##### **Condition 10: Preparation, Compliance and Monitoring**

10.1 The objective of the CEMP(s) and DWPs is to so far as is reasonably practicable, avoid, remedy or mitigate any adverse effects associated with the Redoubt Road - Mill Road Corridor Project. The objectives of a SIMP are as set out in Condition 11.1.

10.2 All works must be carried out in accordance with the CEMP(s), the DWPs required by these conditions and in accordance with any changes to plans made under Condition 10.7.

10.3 The CEMP(s) and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Redoubt Road - Mill Road Corridor Project.

10.4 The DWPs shall give effect to the specific requirements and objectives set out in these designation conditions.

10.5 The CEMP(s) shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

10.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Redoubt Road - Mill Road Corridor Project, it shall meet reasonable and direct costs of implementing such mitigation measures.

10.7 The CEMP(s) and DWPs shall be reviewed as a result of a material change to the Redoubt Road - Mill Road Corridor Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- a) Compliance with designation conditions, the CEMP(s), DWPs and material changes to these plans;



- b) Any changes to construction methods;
- c) Key changes to roles and responsibilities within the Redoubt Road - Mill Road Corridor Project;
- d) Changes in industry best practice standards;
- e) Changes in legal or other requirements;
- f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction;
- g) Any comments or recommendations received from Auckland Council regarding the CEMP(s) and DWPs; and
- h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 16.

10.8 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

### **Social Impact Management Plan**

#### **DESIGNATION 1, 2 AND 3**

#### **Condition 11: Submission of Social Impact Management Plan(s)**

11.1 The Requiring Authority shall engage a suitably qualified specialist to prepare a Social Impact Management Plan (SIMP). The objectives of a SIMP are:

- a) To set out the Requiring Authority's commitments to mitigate and manage adverse social impacts and to enhance identified benefits to communities and other stakeholders during construction and operation of the Project;
- b) To define the measures to be undertaken to avoid, remedy or mitigate adverse effects and ensure the realisation of the intended benefits of the Project through the Social Impact and Business Disruption DWP;
- c) To monitor and review the effectiveness of measures designed to mitigate and manage adverse social impacts and those designed to realise the identified benefits to communities and other stakeholders during the construction and operation of the Project;
- d) To identify possible remedies if measures to mitigate and manage adverse effects and to realise benefits fail to achieve anticipated outcomes;
- e) To monitor and review the engagement with affected and interested parties undertaken through the Stakeholder Engagement Plan (Condition 15); and
- f) To specify the required actions to be undertaken through the Social Impact and Business Disruption DWP and provide the mechanism for the on-going review of that DWP.

11.2 In addition to action plans containing social mitigation and management strategies required under the Social Impact and Business Disruption Delivery Work Plan (Condition 13), a SIMP must include:

- a) A review of the social environment at the time of construction start;
- b) Confirmation of potential social impacts as they exist at the time of construction and how these have changed since the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1;
- c) A programme to monitor and review the effectiveness of impact mitigation and management strategies from the confirmation of the Designation through the construction and implementation of the project;
- d) A Stakeholder Engagement Strategy that includes action plans and mechanisms to ensure engagement processes, including those relevant to Conditions 14 – 17 and all DWPs, are integrated; and
- e) Means to document and review the key stakeholders and their interest in the project; and actions, outcomes, and mechanisms to support reviews of the SIMP.

11.3 When developing a SIMP the Requiring Authority must:

- a) Undertake engagement to provide opportunities for input from affected and interested parties (as defined in Condition 15.4c);
- b) Through the suitably qualified specialist, identify the suite of methods that might be used, as far as reasonably practicable, to avoid, remedy or mitigate social impacts, including, but not limited to, the following specific issues:
  - i) access for residents, community facilities and businesses as a result of construction activities;
  - ii) loss of amenity for residents, community services and businesses as a result of construction activities; and
  - iii) the benefits for the community identified in the SIA might be realised.
- c) Take into consideration the increased demands and cumulative effects placed on stakeholders and communities to participate in consultative processes in the project area;
- d) Document engagement undertaken and the views and concerns expressed by this engagement; matters and measures to be monitored identified by the affected and interested parties along with a clear explanation of where any matters or measures have not been incorporated and why not;
- e) Prepare a draft SIMP for peer review by suitably qualified independent specialists approved by the appropriate Auckland Council representative, and then submit to Auckland Council for any further comment. Prior to submission of the first Outline Plan, incorporate any recommended changes into a final SIMP, along with a clear explanation of where any recommendations have not been incorporated and why not.

11.4 The Requiring Authority shall:-

- a) Submit to the Auckland Council an annual progress report within one year of the of the submission of the SIMP and every year following until construction is complete; and
- b) Submit to the Auckland Council a review of the SIMP prior to the submission of any new Outline Plan and prior to the commencement of a new construction stage of the project. This review is to include a record of the further engagement undertaken (including engagement with the Community Liaison Group) and the views and concerns expressed by this engagement.

11.5 On receipt of the documentation required by Condition 11.4 the Council may (at its discretion) require a further peer review by a suitably qualified independent specialist approved by the appropriate Auckland Council representative. Following any peer review a revised SIMP is to be submitted, along with a clear explanation of where any recommendations have not been incorporated and why not.

## **Social Impact and Business Disruptions**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 12: Property Management**

12.1 The Requiring Authority will ensure the properties acquired for the Redoubt Road - Mill Road Corridor Project are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.

## DESIGNATION 1, 2 AND 3

### Condition: 13: Social Impact and Business Disruption DWP

13.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP for each part (stage) of the project. The objective of the Social Impact and Business Disruption DWP is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable by:

- a) Setting out the specific methods to be adopted in managing the identified social impacts in the construction phase, as identified in the SIMP (Condition 11);
- b) Encouraging on-going participation and engagement in the process of impact identification and management;
- c) Maximising the project's positive social impacts and contributions to the development of strong and sustainable communities; and
- d) Monitoring the effectiveness of mitigation strategies.

13.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated;
- b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated; and
- c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP(s) and other DWPs.

13.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in proximity parties relative to the particular stage to:

- a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses;
- b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and community services/facilities as a result of construction of that stage of the Redoubt Road - Mill Road Corridor Project;
- c) Assess access and servicing requirements and in particular any special needs of residents, community facilities and businesses; and
- d) To develop methods to address matters outlined in (b) and (c) above, including:
  - i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking DWP;
  - ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;
  - iii) The measures to promote a safe environment, taking a crime prevention through environmental design approach;
  - iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking or parking options for access;
  - v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements;
  - vi) The process (if any) for re-establishment and promotion of normal business operation following construction;
  - vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

13.4 The Social Impact and Business Disruption DWP shall include:

- a) Identification of the specific methods proposed for mitigation of social effects, including those identified in the SIMP;
- b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation);
- c) An implementation plan of the methods to mitigate the disruption effects (as developed in Condition 13.3 above);
- d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP);
- e) Cross reference to detail on how the CEMP(s) and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity;
- f) Details of on-going consultation with the local community through the Community Liaison Group(s) to provide updates and information relating to the timing for project works and acquisition (Condition 15);
- g) Details of on-going consultation with iwi (Condition 6); and
- h) The process for resolution of any disputes or complaints in relation to the management/mitigation of social impacts (including business disruption impacts).

13.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Redoubt Road - Mill Road Corridor Project and for up to 12 months following the completion of the Project if required.

### **Stakeholder Engagement**

DESIGNATION 1, 2 AND 3

Condition 14: Contact Person

14.1 The Requiring Authority shall make a contact person available for the duration of construction for public enquiries on the construction works, including for out-of-hours emergencies.

DESIGNATION 1, 2 AND 3

Condition 15: Stakeholder Engagement Plan(s)

15.1 The objective of a Stakeholder Engagement Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the affected and interested parties prior to and during the construction of the Redoubt Road - Mill Road Corridor Project.

15.2 The Requiring Authority shall prepare a Stakeholder Engagement Plan (or Plans should the project be staged) which shall be implemented and complied with for the duration of the Redoubt Road - Mill Road Corridor Project beginning once the designation has been granted.

15.3 A Stakeholder Engagement Plan shall identify a Community Liaison Group (including its membership and processes), and all relevant affected party and affected in proximity stakeholders and set out how the Requiring Authority will:

- a) At regular intervals after the designation has been confirmed, provide progress updates (even if no construction activities are planned), by way of letters, adverts, community noticeboards and/or other means;
- b) Involve and inform the Community Liaison Group and other parties of the on-going

planning for the project, construction activities and constraints that could affect them;

- c) Provide early information on key Project milestones;
- d) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the development (as part of the review process provided by Condition 10.7) and implementation of the CEMP(s) or DWPs; and
- e) Respond to queries and complaints including but not limited to:
  - i) Who is responsible for responding;
  - ii) How responses will be provided; and
  - iii) The timeframes that responses will be provided within.

15.4 A Stakeholder Engagement Plan shall as a minimum include:

- a) A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- b) The Stakeholder Engagement Manager for the Project including their contact details (phone, email and postal address);
- c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:
  - i) All property owners and occupiers within the designation footprint;
  - ii) All property owners and occupiers in proximity to the works as defined in the SIMP (and including the Primary Impact Area identified in Appendix Q of the SIA report);
  - iii) Network Utility Operators, including the process:
    - To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities;
    - For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1)(b) of the RMA during the construction period;
    - For obtaining any supplementary authorisations (including but not limited to resource consents (including those required under a National Environmental Standard) and easements);
    - For inspection and final approval of works by Network Utility Operators; and
    - For implementing Conditions 4, 18, 19, and 20 of this designation in so far as they affect Network Utility Operations;
  - iv) Any other stakeholder who identifies themselves as having a relevant interest in the work.
- d) How stakeholders will be informed of the progress of planning for the project, notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints;
- e) Methods for communicating in advance to surrounding communities which must be notified at least 24 hours in advance where construction activities are predicted to:
  - i) Exceed the noise limits (refer Condition 24); or
  - ii) Exceed a vibration limit (refer Conditions 25 and 26).
- f) Methods for communicating in advance proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours;
- g) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Conditions 6 and 33);
- h) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/ or closures and the alternative routes or detours to be used;
- i) Methods for communicating and consulting with affected and interested parties in the delivery of mitigation measures identified in the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1.

## DESIGNATION 1, 2 AND 3

### Condition 16: Concerns and Complaints Management

16.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate the following process to address concerns or complaints received about adverse effects:

- a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s);
- b) Acknowledge receipt of the concern or complaint within 24 hours of receipt;
- c) Respond to the concern or complaint in accordance with the relevant management plan which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

16.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority.

This record shall include:

- a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint;
- b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality;
- c) Known Redoubt Road - Mill Road Corridor Project construction activities at the time and in the vicinity of the concern or complaint;
- d) Any other activities in the area unrelated to the Redoubt Road - Mill Road Corridor Project construction that may have contributed to the concern or complaint such as non-Redoubt Road - Mill Road Corridor Project construction, fires, traffic accidents or unusually dusty conditions generally;
- e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

16.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the "key contacts" (see Condition 9).

16.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required. Upon receiving records of the complaint the Auckland Council Compliance Monitoring Officer must determine whether a review of the CEMP(s) and/or DWPs is required under Condition 10 to address this complaint. The Auckland Council Compliance Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

## DESIGNATION 1, 2 AND 3

### Condition 17: "One Network" Consultation

17.1 The Requiring Authority and its contractor shall work collaboratively with the New Zealand Transport Agency (NZTA) during the preparation of the Transport, Access and Parking DWP (Condition 21) in relation to confirming the management of adverse transport effects on the road network. A record of this consultation and outcomes shall be included in the Traffic, Access and Parking DWP. The Requiring Authority shall consult with the NZTA throughout the duration of construction on any changes or updates to the Traffic, Access and Parking DWP which relate to the management of the road network.

## **Construction Environmental Management Plan (CEMP)**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 18: CEMP Requirements**

18.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall provide the following details:

- a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager;
- b) The site or Project Manager and the Stakeholder Engagement Manager (who will implement and monitor the Stakeholder Engagement Plan), including their contact details (phone, email and physical address);
- c) The Document Management system for administering the CEMP(s), including review and Requiring Authority / Constructor / Auckland Council requirements;
- d) Training requirements for employees, sub-contractors and visitors on construction procedures, environment management and monitoring;
- e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 9, 12 and 20;
- f) Environmental incident and emergency management procedures;
- g) Environmental complaints management procedures;
- h) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction;
- i) Specific details on demolition to be undertaken during the construction period;
- j) Means of ensuring the safety of the general public; and
- k) Methods to assess and monitor potential cumulative adverse effects.

### **DESIGNATION 1, 2 AND 3**

#### **Condition 19: CEMP Construction Works Requirements**

19.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and / or where materials and construction machinery are to be used or stored:

- a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
- b) Methods for management of construction activities adjacent to buildings and structures and land adjoining the designation, including incorporating the findings of further geotechnical subsurface investigations particularly, but not exclusively, between CH 3000 to CH 5200;
- c) Measures to adopt to keep the construction area in a tidy condition in terms of disposal/storage of rubbish and storage unloading of construction materials (including equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;
- d) Measures to ensure all temporary boundary / security fences associated with the construction of the Redoubt Road - Mill Road Corridor Project are maintained in good order with any graffiti removed as soon as possible;
- e) The location and specification of any temporary acoustic fences and visual barriers, and where practicable, opportunities for mana whenua (see Condition 6) and community art or other decorative measures along with viewing screens to be incorporated into these without compromising the purpose for which these are erected;
- f) How the construction areas are to be fenced and kept secure from the public and, where practicable and without compromising their purpose how opportunities for public viewing, including provision of viewing screens and display of information about the project and

- opportunities for mana whenua and community art or other decorative measures can be incorporated to enhance public amenity and connection to the project;
- g) The location of any temporary buildings (including worker's offices and portaloos) and vehicle parking (Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas;
  - h) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
  - i) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable;
  - j) Methods for management of vacant areas once construction is completed with the Urban Design and Landscape DWP.; and
  - k) Methods for managing the control of silt and sediment within the construction area including details regarding how and where erosion and sediment control measures will be designed, installed, maintained, inspected and decommissioned in order to reduce erosion and sedimentation effects to the greatest extent reasonably practicable.

## DESIGNATION 1, 2 AND 3

### Condition 20: Network Utilities

20.1 The purpose of this section of the CEMP(s) shall be to ensure that the construction of the Mill Road corridor adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing network utilities that traverse, or are in close proximity to, the designation during the construction of the Redoubt Road - Mill Road Corridor Project.

20.2 For the avoidance of doubt and for the purposes of this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with condition 4 of this designation or the section 176(1)(b) RMA process.

20.3 To manage the adverse effects on Network Utilities Operations during the construction of the Redoubt Road - Mill Road Corridor Project, the CEMP(s) shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Redoubt Road - Mill Road Corridor Project. The CEMP(s) shall include as a minimum:

- a) Cross references to the Stakeholder Engagement Plan for the methods that will be used to liaise with all Network Utility Operators who have existing network utilities that traverse, or are in close proximity to, the designation;
- b) Measures to be used to accurately identify the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities;
- c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
  - i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities;
  - ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- d) Measures to be used to ensure the continued operation of Network Utility Operations



- and the security of supply of the services by Network Utility Operators at all times;
- e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Redoubt Road - Mill Road Corridor Project ;
- f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilisation measures), for earthworks in close proximity to existing Network Utilities;
- i) Vibration management and monitoring for works in close proximity to existing Network Utilities;
- j) Emergency management procedures in the event of any emergency involving existing Network Utilities;
- k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Redoubt Road - Mill Road Corridor Project to Network Utility Operators and the timing for providing these drawings;
- l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP(s);
- m) Measures to appropriately manage the effects of dust, and any other material potentially resulting from construction activities, that may cause material damage, beyond normal wear and tear, to National Grid transmission lines or support structures;
- n) Measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any National Grid support structures; and
- o) Measures to ensure that all land use activities, including - any temporary buildings/ structures, earthworks (filling and excavations), fencing, operation of mobile plant and/ or persons working near National Grid assets, comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) or any subsequent revision of the code.

20.4 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP(s) to manage the construction effects on the Operator's network utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP(s) along with reasons if the recommendation is not accepted.

## **Transport, Access and Parking**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 21: General Transport, Access and Parking**

21.1 A Transport, Access and Parking DWP shall be prepared by an appropriately qualified and experienced specialist to manage the adverse effects of construction of the Redoubt Road - Mill Road Corridor Project, or any part of it, on the transport network.

21.2 The objective of the Transport, Access and Parking DWP is to so far as is reasonably

practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access. This is to be achieved by:

- a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion;
- b) Maintaining pedestrian access to private property at all times; and
- c) Providing on-going vehicle access to private property to the greatest extent possible.

21.3 To achieve the above objective, the following shall be included in the Transport, Access and Parking DWP:

- a) The road routes which are to be used by construction related vehicles, particularly trucks to transport construction related materials, equipment, spoil, including how the use of these routes by these vehicles will be managed to mitigate congestion, and to the greatest extent possible, avoid adverse effects on residential zoned land and education facilities;
- b) Transport route options for the movement of construction vehicles carrying spoil, bulk construction materials or machinery shall be identified and details provided as to why these routes are considered appropriate routes. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery shall as far as practicably possible only use roads that:
  - i) Form part of the regional arterial network;
  - ii) Are overweight / over dimensioned routes.
- c) Where other routes are necessary (other than those roads identified in b above), the Transport, Access and Parking DWP shall identify any residential zoned land and education facilities and shall provide details on how adverse effects from these vehicle movements are to be mitigated through such measures as:
  - i) Stakeholder Engagement (in accordance with Condition 15 of this designation) with these properties in advance of the vehicle movements occurring;
  - ii) Restricting vehicle movements on Monday to Friday to between 9.30am and 3.30pm, and on Saturday to between 9am and 2pm.
- d) Proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided;
- e) How disruption to the use of private property will be mitigated through:
  - i) Ensuring pedestrian and cycle access to private property is retained at all times;
  - ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure; and
  - iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
- f) Where an affected party unexpectedly finds their vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative. For the purposes of these Designation Conditions "temporary closure" is defined as the following:
  - i) In place for less than six hours, the Requiring Authority shall communicate and consult on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party; and
  - ii) in place for between six and 72 hours, the Requiring Authority shall communicate and consult on the closure at least 72 hours in advance, and
  - iii) will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.
- g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
  - i) Prioritising, as far as practicably possible, pedestrian and public transport at

- intersections where construction works are occurring;
- ii) Relocating bus stops to locations which, as far as practicably possible, minimise disruption; and
- iii) Identifying alternate heavy haul routes where these are affected by construction works.
- h) Cross references to the specific sections in the Stakeholder Engagement Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.

## DESIGNATION 1, 2 AND 3

### Condition 22: Monitoring of Transport Network Congestion

22.1 To achieve the objective of Condition 21.2(a), the Requiring Authority will undertake monitoring of the transport network through traffic surveys and implement additional mitigation measures as required to manage congestion to achieve the best practicable option.

22.2 The purpose of the traffic survey is to monitor congestion on the transport network by measuring average delays for traffic travelling along specified routes. The surveyed times are to be measured as:

- a) The average times over the two hour morning or evening peak period; and
- b) Inter-peak.

22.3 The Requiring Authority shall carry out a traffic survey exercise within six months of the start of construction and once every six months (or following any significant change in the road layout) at the following times:

- a) The two hour morning or evening peak period; and
- b) Inter-peak for the duration that construction of the Redoubt Road -Mill Road Corridor Project is occurring.

22.4 Surveys shall be carried out over a two week period, and generally on one “neutral” working day (i.e. Tuesday, Wednesday or Thursday) along each route specified in the Transport, Access and Parking DWP. If a congestion incident occurs (such as an accident) during the survey period the surveys shall be retaken as they will be considered unrepresentative.

22.5 Traffic surveys for comparison purposes shall also be conducted six months prior to construction of the Mill Road corridor to establish a baseline of existing transport congestion.

## DESIGNATION 1, 2 AND 3

### Condition 23: Road Design/Layout

23.1 All lane widths, including cycle lanes, shall have regard to the Auckland Transport Code of Practice (or any successive/renamed publication) for the proposed speed environment.

23.2 When the section on Hilltop Road is constructed as part of the project, a footpath is to be constructed between the Redoubt Road footpath and the existing footpath on Hilltop Road.

23.3 All redundant infrastructure (such as street furniture, footpaths, kerb and channel, road signs and pavement) on the portion of roads that are closed are to be physically removed and replaced with appropriate landscape treatment.

23.4 Where feasible and safe, pedestrian and cycle connections are to be installed from newly formed cul-de-sac heads to the new road network.

23.5 Where road gradients are less than 0.5%, provision is to be made to ensure ponding does not occur, as per the Auckland Transport Code of Practice.

23.6 Following the completion of the Redoubt Road – Mill Road corridor project, Auckland Transport is to undertake regular assessments of whether the installation of a priority lane is required against the criteria of the Code of Practice, or subsequent documents. These assessments are to be undertaken at two-year intervals until such time as a priority lane is installed.

Unless there is an operational or design requirement the priority measures (transit lanes and /or bus lanes) shall be implemented within the kerbside traffic lane.

23.7 At the time NoR 2 is constructed the Requiring Authority shall consider providing traffic signals at the intersections of Thomas Road, Hodges Road and Murphys Road; and Murphys Bush Scenic and Murphys Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Murphys Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and
- d) The interests of stakeholders.

23.8 At the time NoR 3 is constructed the Requiring Authority shall consider providing traffic signals rather than roundabouts at the intersections of Alfriston Road and Mill Road and Ranfurly Road and Mill Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Mill Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and
- d) The interests of stakeholders and affected landowners, including Alfriston School.

## **Noise and Vibration**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 24: Project Standards – Construction Noise**

24.1 Construction Noise shall, as far as is practicable, comply with NZS 6803:1999 Acoustics – Construction Noise, specifically the following criteria:

- a) Residential receivers

	Time	dB L <sub>Aeq</sub> (T)	dB L <sub>Amax</sub>
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b) Industrial and commercial receivers

Time	dB L <sub>Aeq</sub> (T)
0730-1800	70
1800-0730	75

*Note: “(T)” is a representative assessment duration between 10 and 60 minutes.*

24.2 Sound levels shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.

## DESIGNATION 1, 2 AND 3

### Condition 25: Project Standards – Construction Vibration

25.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of structure	Short-term vibration				Long-term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor	PPV at horizontal plane of highest floor (mm/s)
	1 - 10Hz (mm/s)	1 - 50 Hz (mm/s)	50 - 100 Hz (mm/s)		
Commercial/ Industrial	20	20 – 40	40 – 50	40	10
Residential/ School/ Transpower structures	5	5 – 15	15 – 20	15	5
Historic or sensitive structure	3	3 – 8	8 – 10	8	2.5

Note: Standard DIN 4150-3:1999 defines short-term (transient) vibration as “vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated”. Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

25.2 Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999.

#### DESIGNATION 1, 2 AND 3

##### Condition 26: Project Standards – Construction Vibration (Amenity)

26.1 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms).

26.2 The limits in Condition 26.1 shall only be investigated and applied upon the receipt of a complaint from any building occupant. They shall not be applied where there is no concern from the occupant of the building

#### DESIGNATION 1, 2 AND 3

##### Condition 27: Construction Noise and Vibration DWP

*For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.*

27.1 A Construction Noise and Vibration DWP shall be prepared. The objective of the Construction Noise and Vibration DWP is to provide a framework for the development and implementation of an identified best practicable option to avoid, remedy or mitigate the adverse effects of noise and vibration resulting from construction.

27.2 The Construction Noise and Vibration DWP shall:

- a) Adopt the noise and vibration standards for construction set out in Conditions 24, 25 and 26 of these designations;
- b) Identify the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from construction noise or vibration that does not comply with the project standards set out in conditions 24, 25 and 26;
- c) Identify measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any neighbouring structures; and
- d) Identify methods to achieve best practicable option for mitigating adverse effects in accordance with section 17 of the RMA.

27.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects;
- b) That piling and road cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday;
- c) Construction machinery and equipment to be used and their operating noise levels;
- d) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 24, 25 and 26;
- e) The timing of construction activities that are likely to create an adverse noise and vibration effect;

- f) The proximity of neighbouring noise and vibration sensitive areas;
- g) The process of community liaison;
- h) Specific training procedures for construction personnel including:
  - i) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration areas; and
  - ii) Construction machinery operation instructions relating to mitigating noise and vibration;
- i) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed to by the Requiring Authority and the affected receiver;
- j) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:
  - i) Updating the predicted noise and vibration contours based on the final design and construction activities;
  - ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 30;
  - iii) Identifying appropriate monitoring locations for receivers of construction noise and vibration;
  - iv) Procedures for working with the Stakeholder Engagement Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources;
  - v) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer; and
  - vi) Procedures for how works will be undertaken should they be required as a result of the building condition surveys;
- k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how landowners and occupiers are to be communicated with around noise and vibration effects.

## **Historic Heritage**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 28: Historic Heritage**

28.1 The Requiring Authority shall employ a suitably experienced historic heritage specialist ('Nominated Heritage Expert') to prepare and implement a Historic Heritage DWP(s).

28.2 For each stage a survey shall be undertaken and included in the Historic Heritage DWP(s).

The purpose of the survey is to identify historic heritage (as defined under the RMA 1991) and the actual and potential effects of the proposed activity on historic heritage within the Designation footprint or which may otherwise be directly affected by the Project. This will involve detailed site survey of private property within the proposed corridor route to verify the location and confirm the significance of archaeological and other heritage sites identified in the archaeological report prepared by Clough and Associates and any previously unrecorded sites, and the adverse effects on those places. Subject to the agreement of property owners in areas outside the Designation footprint proper, the survey is to include (but will not necessarily be limited to):

- a) The road berm and other unmodified ground at 21-25 Redoubt Road, where evidence relating to the St Johns Redoubt may still survive;
- b) The area within the designation footprint in the vicinity of the house at 236 Redoubt Road, which may be the location of an unrecorded historic farmstead;
- c) The area within the designation footprint in the vicinity of the house at 140 Ranfurly Road,

which may be an unrecorded historic farmstead;

- d) The area in the vicinity of 1348 Alfriston Road (the Meeting House);
- e) The area in the vicinity of 1345 Alfriston Road (Bodle Homestead and Store);
- f) The access to 125 Murphys Road and adjacent farm boundary;
- g) The Murphys Road frontage of Pt Lot 1 DP69592; and
- h) Any new archaeological remains discovered during the field survey.

28.3 The objective of the Historic Heritage DWP(s) is to avoid, remedy or mitigate adverse effects on known and any as yet unrecorded historic heritage that may result from construction of the Redoubt Road - Mill Road Corridor Project or any part of it, as far as reasonably practicable.

28.4 The Historic Heritage DWP(s) shall as a minimum, include the following:

- a) Identification and methodology for recording and documenting all Built Heritage and archaeology directly affected by the construction, or associated pre- and post-construction.
- b) Specific consideration of the following:
  - i) At the western end of NoR 1 Section 1a in the vicinity of St John's Redoubt (R11/ 534), a scheduled item on the PAUP schedule of Significant Historic Heritage Places (No. 1271);
  - ii) At 135 Redoubt Road, 1947 house CHI 19900;
  - iii) On NoR 3 Sections 4d and 5 at the intersection of Mill Road and Alfriston Road. This area of Mill Road was the centre of the Alfriston community in the mid-late 19th century and early 20th century and several historic buildings and sites of former buildings are recorded here. Two of these sites – R11/2074 Alfriston Meeting Hall (The Meeting House), R11/2069 Bodle Homestead and Post Office/Store site are located within Section 4d and Section 5 of NoR 3. Both will be affected by the proposed corridor route;
  - iv) At 125 Murphys Road, a 19<sup>th</sup> century homestead R11/2975;
  - v) At the intersection of Murphys Road and Flat Bush School Road where R11/2745 Stancombe Road Cottage or Baverstock School House, CHI 2776 and the former Old Flat Bush School are located; and
  - vi) The results of the survey required to be undertaken under Condition 28.2.
- c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an authority to modify any archaeological sites or built heritage (see Advice Notes - AN1);
- d) How Built Heritage buildings and structures will be protected during construction:
  - i) Through the use of screening or other protective measures to mitigate adverse construction effects;
  - ii) Through proposed methods for monitoring building damage, to be overseen by the Nominated Heritage Expert or Nominated Conservation Architect for the duration of construction works; and
  - iii) By confirming which Built Heritage buildings and structures are to be subject to a pre and post building condition survey and how mitigation or rectification of any damage will be addressed.
- e) Identification of Built Heritage which may be directly affected by the works and whether that Built Heritage may:
  - i) Be adaptively reused;
  - ii) Be partially retained in design and construction;
  - iii) Have heritage elements that will be integrated into other elements of the Redoubt Road - Mill Road Corridor Project; or
  - iv) Have to be demolished.
- f) How during the process of any adaptive reuse, modification or demolition the Nominated Heritage Expert will record the history of the place using building archaeological techniques.
- g) Identification of areas of known archaeological evidence or locations where there is the potential for archaeological remains to be discovered and the procedures for:
  - i) Pre-earthworks archaeological investigations;
  - ii) Monitoring of preliminary earthworks;
  - iii) Recording any archaeological remains or evidence before it is modified or destroyed; and



- iv) Opportunities for the conservation and preservation of artefacts and ecofacts (biological material) that are discovered.
- h) A report of post-excavation assessment analysis, archiving, and updating of archaeological records to be submitted to the Auckland Council within 12 months of completion of earthworks.
- i) Procedures for the accidental discovery of archaeological remains including:
  - i) The ceasing of all physical construction works in the immediate vicinity of the discovery;
  - ii) Practices for dealing with the uncovering of cultural or archaeological remains and the parties to be notified (including, but not limited to, appropriate iwi authorities, the Auckland Council Consents Monitoring officer, Heritage New Zealand, and the New Zealand Police (if koiwi (human skeletal remains) are discovered); and
  - iii) Procedures to be undertaken before physical works in the area of discovery can start again, including any iwi protocols, recording of sites and material, recovery of any artefacts, and consultation to be undertaken with iwi, Auckland Council Consent Monitoring officer and Heritage Unit, and with Heritage New Zealand.
- j) Clearly defined constructor roles and responsibilities, stand-down periods and reporting requirements; and
- k) Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Heritage New Zealand Pouhere Taonga Act 2014 if any sites or material are discovered.

### DESIGNATION 3

#### Condition 29: Historic Heritage – The Meeting House

- 29.1 The Requiring Authority shall use its best endeavours to relocate the Meeting House to a suitable alternative location preferably in the Alfriston area.
- 29.2 Until such time as the Meeting House is able to be relocated the Requiring Authority will:
- a) use its best endeavours to obtain the approval of the relevant landowner for the Requiring Authority to carry out reasonable works to the Meeting House in its current location to ensure that the Meeting House is in a structurally sound and watertight condition; and
  - b) where landowner approval is obtained under condition 29.2(a), carry out the works described in condition 29.2(a) as soon as reasonably practicable.
- 29.3 Where the Meeting House is able to be made structurally sound and watertight and/or relocated:
- a) The methods the Requiring Authority will use to ensure that the Meeting House is put into a sound and watertight condition;
  - b) What renovation works are required and how these will be carried out; and;
  - c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an archaeological authority to modify the site of the Meeting House (cross reference AN1).
- 29.4 Upon relocation of the Meeting House the Requiring Authority shall carry out reasonable renovation works to bring the Meeting House to a suitable standard to enable it be re-used for either private or public activities.
- 29.5 Where, after using its best endeavours to relocate the Meeting House either:
- a) the relocation is found to not be practicable; or
  - b) Auckland Council does not agree to the relocation of the Meeting House, condition 28 will apply.

## DESIGNATION 1, 2 AND 3

### Condition 30: Process for Building Condition Surveys

- 30.1 Prior to construction of a stage a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by New Zealand Transport Agency based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey will be undertaken include:
- a) Age of the building;
  - b) Construction types;
  - c) Foundation types;
  - d) General building condition;
  - e) Proximity to any excavation;
  - f) Whether the building is earthquake prone; and
  - g) Whether any basements are present in the building.
- 30.2 Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 30.1:
- a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP(s);
  - b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;
  - c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
  - d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer;
  - e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;
  - f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken;
  - g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Redoubt Road - Mill Road Corridor Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building; and
  - h) The Requiring Authority shall, during the Building Condition Survey, determine whether the building is classified as Commercial / Industrial / School or a Historic or sensitive structure in terms of Condition 25.
- 30.3 During construction:
- a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building; and
  - b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will met by the Requiring Authority.

30.4 Following construction:

- a) The Requiring Authority shall, within 12 months of the commencement of operation of the stage, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment;
- b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Redoubt Road - Mill Road Corridor Project, the Requiring Authority shall, at its own cost, rectify the damage; and
- c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 30.3(b) or 30.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

## **Urban Design and Landscape**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 31: Urban Design and Landscape Principles**

- 31.1 The Requiring Authority shall appoint a suitably qualified and experienced specialist (or specialists) to prepare an Urban Design and Landscape DWP(s). The objective of the Urban Design and Landscape DWP(s) is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context.
- 31.2 The Urban Design and Landscape DWP(s) shall show how the principles from the Urban Design & Landscape study have been used to guide and influence the design of permanent works associated with the Redoubt Road - Mill Road Corridor Project, and how the design has responded or otherwise to these principles and initiatives. For NoRs 2 and 3, the DWP(s) shall also show how the design of the permanent works responds to its landscape context existing and reasonably anticipated at the time of construction noting in particular the transition from a rural to urban context along Murphys Road and from Ranfurly Road through to Alfriston Road. The DWP(s) shall detail the proposed urban design and landscape design theme to be adopted for the entire length of the corridor, or if the designation is to be staged, then the DWP shall show how that part to be given effect to integrates with the design theme for the corridor. The DWP(s) shall have regard to the following:
- a) Views to the road from the surrounding urban and rural catchments (including dwellings and public open space areas). Manage and mitigate the adverse landscape and visual effects of earthworks, retaining and fencing structures via the engineering design, structure design and/or mitigation planting;
  - b) Ensure that the design approach is consistent with the Urban Design and Landscape Study, including the Landscape Concept Plans and corridor design. This should focus on the development of a comprehensive and coordinated landscape framework for the road corridor that:
    - i. responds to the differing character areas, including reinforcing and integrating with existing important vegetation features (e.g. Murphys Bush, Cheesmans Bush (146 Mill Road)) and enabling longer range views where appropriate;
    - ii. integrates stormwater management devices as high quality landscape features that contribute positively to the amenity of the local area;
    - iii. encourages passive surveillance (where appropriate); and;
    - iv. seeks to reinforce the landscape patterning of the area and integrates with adjacent bush and riparian plantings.
  - c) How and when the areas within the designation footprint used during the construction of the Redoubt Road – Mill Road Corridor Project are to be restored;

- d) Show any vegetation to be retained, boundary fences and walls to be retained, new retaining walls, noise fences, areas of landscape/visual mitigation planting and ecological enhancement planting;
- e) Show the proposed design, materials and colouring of fences (including acoustic fences);
- f) Show the location and design of off-road walking and cycling tracks to be implemented as part of the Project;
- g) Show the location and design details for gabion cages and retaining walls. Gabion and retaining structures shall be designed to form high quality landscape elements that contribute positively to the local area. In the case of the large scale retaining at the intersection of Murphys Road and Redoubt Road, the retaining structures should be designed to form a memorable and high quality gateway feature. Appropriate retaining wall finishes are likely to include scoria cladding, and decorative patterned and/or textured concrete finishes. Appropriate gabion cage materials are likely to include welded steel cage structures;
- h) Show the location and design of all street lighting. Street lighting in NoR 3 shall be designed to minimise external light spill;
- i) Show design details for bridge structures. Ensure bridges contribute positively to the identity of the local area. This is likely to include the consideration of the design, materiality and colour of balustrading, the base of the bridge and the bridge supports, to avoid the perception of a distinctly utilitarian engineered structure;
- j) Show design details for stormwater wetlands including areas of landscape/visual mitigation planting and ecological enhancement planting;
- k) Retaining walls on Murphys Road are the same or lesser than those shown on plans 60317081-SKE-30-0000-C-0065Rev A and 60317081-SHT-30-0000-CD-0118; and
- l) The design creates an appropriate interface and access, for all road users to and from the Murphys Bush neighbourhood centre.

## DESIGNATION 1, 2 AND 3

### Condition 32: Open Space Restoration Plans

32.1 As part of the Urban Design and Landscape DWP, an Open Space Restoration Plan or Plans (should construction of the corridor be staged) shall be prepared to outline how open space land occupied during construction which adjoins Auckland Council park/reserve land is to be reinstated / restored. This includes land occupied during construction that will be reinstated or replaced on completion of construction, for handover to Auckland Council.

32.2 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council Parks Department and Iwi. In the case of St Johns Redoubt, NZHPT and Department of Conservation shall also be consulted. The Open Space Restoration Plans shall include the following open spaces:

- a) Totara Park Restoration Plan;
- b) St Johns Redoubt;
- c) Murphy's Bush; and
- d) Ostrich Farm.

32.3 All Open Space Restoration Plans shall be prepared in general accordance with the CEMP(s) and DWP Plans, and shall include, but not be limited to, the following:

- a) Details of any vehicle access to the reserves and parking areas.
- b) In the case of Totara Park, details of:
  - i) The means by which any retaining structures facing the park will be designed or mitigated so that views from within the park maintain a rural or informal rather than built appearance; and
  - ii) The reinstatement of mountain bike trails and bridle paths, including appropriate linkages to the park entry / exit points and the provision for continuing use of these facilities during the

construction phase. The mountain bike trail layout shall be re-instated if approved by the Auckland Council Parks Department and developed in consultation with mountain biking clubs.

- c) In the case of Murphys Bush, details of tree removal, works required within the dripline of trees and proposed replacement plantings;
- d) The inclusion and integration of the design for all pedestrian and cycleway linkages and facilities;
- e) Implementation programme, including sequencing of works and completion dates.
- f) This shall include works that could be implemented prior to practical completion of construction works or are outside the Project area including re-instatement of the mountain bike trails prior to construction commencement;
- g) Implementation programmes for planting and field reinstatement; and
- h) Documentation of consultation undertaken required by Condition 32.2 and the views and concerns expressed by this consultation.

## DESIGNATION 1, 2 AND 3

### Condition 33: Landscape Mitigation Planting Plan

33.1 As part of the Urban Design and Landscape DWP a Landscape Mitigation Planting Plan (LMPP) shall be prepared by a suitably qualified landscape specialist and a suitably qualified arborist to manage landscape/visual mitigation planting. The LMPP shall include:

- a) Plans that identify any vegetation to be retained, areas of landscape/visual mitigation planting and ecological enhancement planting required by condition 34. This shall include a schedule of the species to be planted including botanical name, average plant size at the time of planting, planting density and average mature height of each species;
- b) Location-specific details of site preparation, planting, and maintenance operations;
- c) Location specific details of site preparation weed and pest control measures, planting methodology, mulching, weed and pest control, replacement planting, and ongoing maintenance until 100% canopy closure is achieved (in the case of mass planted areas) in accordance with NZTA P39 Standard Specification (or subsequent document) for Highway Landscape Treatments;
- d) Details of measures to be undertaken for topsoil and subsoil amelioration and management, to rehabilitate the soil profile so as to provide a viable growing medium for the areas to be planted, and for use on the berms;
- e) Details of landscape planting on fill abutments between 146 Mill Road and 38 Mill Road to comprise of appropriate low growing native vegetation that enhances connectivity for fauna between these areas but does not compromise road safety;
- f) Details of screening and enhancement planting to soften or naturalise adverse visual effects and visual enhancement of the route for road users and the surrounding visual catchment (including dwellings and public open space areas);
- g) Plans and elevations showing screening and enhancement planting to soften or naturalise batter slopes, stormwater ponds, retaining walls MSE walls, bridges and acoustic fencing;
- h) Selection of locally appropriate eco-sourced native plant species; to ensure that once established, the type of planting is such that it does not require specific ongoing maintenance;
- i) The integration of cut and fill batters with existing topographical features;
- j) Where practicable, including gentle grades and well-rounded profiles for batters, and shaping tops of cut batters for top soiling and grassing.
- k) Maintenance and establishment requirements (see also Condition 33.5);
- l) Measures to minimise clearing work to preserve soil and any indigenous vegetation;
- m) Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;
- n) Integration with the design of noise mitigation measures (such as noise fences) so that the combined measures can be implemented in a co-ordinated manner; and
- o) How the Auckland Council Parks Department, the general public and mana whenua are to

be communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.

p) the Proposed Mitigation Vegetation Planting for 116 Ranfurly Road shown on Attachment 2 of Dennis Scott's evidence dated 21 October 2016. The type of planting shall be locally appropriate eco-sourced native plant species, with reference to the former "*Manukau City Council Restoration Planting Guidelines: Restoring our native plants*" where this does not conflict with other detailed conditions (including but not limited to Condition 34 Ecological and Restoration DWP).

33.2 15 Pin Oaks (*Quercus Palustris*) and one Algerian Oak (*Quercus Anariensis*) situated at 242 Redoubt Road will need to be removed to construct the new intersection of Redoubt Road and Murphys Road. For that stage of the project including this new intersection, the LMPP shall include a minimum of 16 replacement trees within the same genus, capable of achieving large dimensions planted in proximity to the new intersection. The trees should be of good quality nursery stock and have a minimum root ball grade of 400 litres at the time of planting.

The trees should be planted with sufficient spacing from each other and any adjacent structure such that their optimum final dimensions can be achieved.

The growing environment should be free of impediments to root growth and will need to be conducive with sustaining healthy tree function allowing for a sufficient permeable area and natural additions of organic material to foster the trees' long term development and success.

Once planted, the requiring authority shall legally protect the replacement trees in perpetuity.

33.3 Planting sites in the road corridor should be engineered to optimise planting success and long term performance, avoiding confining trees to compacted clay or road base. The planting sites should be engineered such that the newly planted trees have access to a sufficient volume of good quality un-compacted soil appropriate for the growing location and species selection.

33.4 Any landscaping included under the Urban Design and Landscape DWP shall be implemented in accordance with this plan within the first planting season following the construction completion of the Redoubt Road - Mill Road Corridor Project (or if staged – section of the project). If the weather in that planting season is unsuitable for planting, as determined by the Auckland Council Consent Monitoring officer (in consultation with the Auckland Council Parks Department), the landscaping shall instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity shall be agreed by the Auckland Council Consent Monitoring officer.

33.5 The landscaping shall be maintained by the Requiring Authority for a period of five (5) years for specimen street trees and for all other landscape planting.

## **Ecological Management and Restoration**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 34: Ecological and Restoration DWP**

34.1 The Requiring Authority shall appoint a suitably qualified and experienced Ecologist (or Ecologists) to prepare an Ecological Management and Restoration DWP for each part (stage) of the project. The DWP shall be provided to the Auckland Council, at least 30 working days prior to Work commencing within the respective stage. The final Ecological Management and Restoration DWP must be provided to the appropriate Auckland Council representative prior to

commencement of works. The purpose of the Ecological Management and Restoration DWP(s) is to:

- a) Detail the ecological and arboricultural management and monitoring programme that will be implemented to appropriately manage effects on the environment during and after the construction phase of the Project;
- b) Ensure that mitigation and any long-term effects are appropriately managed through monitoring, adaptive management and implementation of appropriate responses;
- c) Document the permanent mitigation measures, including the restoration, management and maintenance of ecological and arboricultural mitigation, as well as the mechanisms for developing relevant mitigation and restoration plans for terrestrial and freshwater habitat;
- d) Detail the Biodiversity Offset & Mitigation Package that will be implemented to offset significant adverse residual ecological and arboricultural impacts; and
- e) Give effect to the ecological and arboricultural conditions of this designation.

34.2 In designing and managing the construction of the Redoubt Road-Mill Road Corridor Project and the potential for adverse effects on ecology, the Requiring Authority shall achieve the following outcomes:

- a) Minimise adverse effects on areas of indigenous vegetation and habitat, habitat and wildlife within the Designation Footprint;
- b) Remedy, mitigate or offset any unavoidable adverse ecological effects of the Project (in that order) in accordance with the conditions; and
- c) In implementing the project the Requiring Authority shall comply with the Ecological Management and Restoration DWP.

34.3 The Ecological Management and Restoration DWP(s) shall include, but need not be limited to, details of the following:

- a) The matters required by Condition 35;
- b) The Lizard Management Plan (LMP) required by Condition 36.
- c) The Bat Management Plan (BMP) required by Condition 37.
- d) Identification of significant natural features (including species, habitats and ecosystems) within the designation;
- e) Measures to avoid tree and ecological loss;
- f) The means by which any vegetation clearance that is unavoidable will be undertaken;
- g) The type, location and extent of mitigation planting to give effect to the Vegetation Conditions;
- h) A comprehensive monitoring programme to be undertaken pre-construction, during construction and post construction;
- i) Identification of additional offsetting opportunities if required, subject to post-construction monitoring required by Condition 35.13(d);
- j) Ecological thresholds which if breached will trigger adaptive management responses;
- k) An outline of the adaptive management response process, including specific reference to the presence of threatened species and habitat loss;
- l) A Tree Protection Plan with all measures required for working in proximity to trees to be retained within the Designation footprint and those immediately adjacent; and
- m) Appropriate engineering and hydrological design to ensure that there are no adverse effects created as a result of any alteration of water flows or water availability that may affect the continuing health of trees inside or outside the Designation footprint.

DESIGNATION 1, 2 AND 3

Condition 34A: Ecological and Restoration DWP

34.1 The Requiring Authority shall prepare and implement a Site Specific Ecological Management and Monitoring Plan for 146 Mill Road and areas of adjacent land as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval (on an individual site basis). The Site Specific Ecological Management and Monitoring Plan will provide for the following mitigation requirements and assist landowners with on-going management post-construction:

- a) Ensure any trees that have been topped at 146 Mill Road are left standing, and any remnants from topped trees are left in situ;
- b) Ensure any trees felled for the abutments at 146 Mill Road will be salvaged for site preparation for pioneer and enrichment planting as outlined below, unless required for cultural purposes;
- c) Plant the back paddock on 146 Mill Road, as shown on Plan 60317081-SKE-30- 0000-C-0134 Rev B dated 20 October 2016, with pioneer and enrichment planting from the bush edge to the existing Totara tree, subject to landowner approval;
- d) If the back paddock at 146 Mill Road, or part thereof, is used for mitigation planting New Zealand Transport Agency will use its best endeavours to obtain legal protection of that planting on an on-going basis;
- e) Undertake weed, possum, and mustelid pest control within the designation boundaries at 146 Mill Road, and on the balance of 146 Mill Road, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- f) Prior to construction commencing at 146 Mill Road, consultation with the occupiers or owners of any dwelling within 250m of the 146 Mill Road boundary, as to whether they support feral cat control within 146 Mill Road using lethal methods. This cat control will not be undertaken if there is not full support from all dwelling occupiers or owners;
- g) Undertake weed control and stock exclusion on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, on an individual site basis, within 6 months from confirmation of the NoR and continuing until 5 years following completion of the construction phase. For clarity, weed control and stock exclusion shall proceed on each of the site or sites where landowner approval is provided;
- h) Undertake enrichment planting on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- i) All of the enrichment planting outlined above will be designed in accordance with the former Manukau City Council Restoration Planting Guidelines: Restoring our Native Plants; and
- j) Outline the on-going management and monitoring actions that may be undertaken by landowners post completion of the Requiring Authority's obligations under this condition in order to ensure the gains that are made are enduring.

## DESIGNATION 1, 2 AND 3

### Condition 35: Vegetation

35.1 The Requiring Authority shall employ a suitably experienced ecologist ('Nominated Ecologist') and a suitably experienced arborist ('Nominated Arborist') to, for the duration of the works, to supervise the implementation of the Ecological Management and Restoration DWP(s), including monitor, supervision and direct all works affecting or otherwise in close proximity to native vegetation and any exotic trees to be retained.

35.2 Prior to the commencement of site works within 146 Mill Rd, a thorough ecological survey shall be undertaken at 146 Mill Rd by the Nominated Ecologist and Nominated Arborist. This survey will include designation footprint and may include the balance of 146 Mill Road, subject to landowner approval. This survey shall include survey for threatened species and assessment of vegetation within the works footprint and below the proposed bridge. In the event that a threatened species is identified, the record must be documented and appropriate authorities contacted (Auckland Council and Department of Conservation). This triggers the requirement for a Threatened Species Management Plan which must be submitted for approval to the appropriate authorities. A detailed assessment of the vegetation within the footprint and below the proposed bridge must include specific avoidance, mitigation measures and details of appropriate offsets for this area including weed and pest control at 146 Mill Road.



These measures must be incorporated into the Ecological Management and Restoration DWP.

35.3 Tree removal work must be undertaken outside of the main part of the bird breeding season (October-February inclusive) to avoid adverse effects on avifauna. Any tree removal works undertaken outside of this period, and particularly between March-May (end of bird breeding season), must trigger the use of a pre works survey carried out by a suitably competent ecologist. If birds are found to be nesting, the tree must be monitored until the bird has moved on and/or chicks fledged, prior to felling.

The tree removal work at 146 Mill Road shall commence only when immediately necessary to construct the bridge, so as to limit exposure to the vegetation that remains. Consideration shall be given to construction of the bridge abutments prior to the topping of canopy species within the remainder of the bridge footprint.

35.4 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions and Ecological Management and Restoration DWP(s) content pertaining to the native vegetation are explained by the nominated botanist to a representative of all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.

35.5 The Requiring Authority shall minimise the amount of native vegetation that is cleared to the extent practicable. All vegetation clearance shall be undertaken in accordance with the measures set out in the Ecological Management and Restoration DWP(s). Special care shall be taken to minimise the loss of old growth native forest and trees at 38, 134, 146 Mill Road and Murphy's Bush to that which is absolutely necessary for the proposed works. To this end no contractor's yard or any other construction-related facility shall be located within the indigenous vegetation at 38, 134 and 146 Mill Road or Murphys Bush, and any necessary haul roads and crane platforms located within indigenous vegetation shall avoid significant native trees and shall be kept as narrow and small as practicable.

35.6 Following completion of the works at 38 Mill Road the Requiring Authority shall reinstate all haul roads, crane platforms and all other areas cleared of native vegetation by way of appropriate soil reconditioning and revegetation planting with shade tolerant native shrubs and small tree species, in accordance with the Ecological Management and Restoration DWP, which shall have detailed the means by which this shall be achieved, and including species, size, density and layout, including a planting and maintenance plan. Species selection and density shall be guided by Auckland Council's Draft Indigenous terrestrial and freshwater ecosystems of Auckland (2013). Restoration planting of shrub species shall be at an average of 1m spacing and native grasses at 0.5m spacing using PB3 size plants or larger. Enhancement planting and the placement of canopy species will be dependent upon the species selected but will be at an average of 5-10m apart.

35.7 Following completion of works at 38 Mill Road the Requiring Authority shall legally protect the indigenous vegetation remaining within the new road designation on this property.

35.8 The Requiring Authority shall clearly demarcate the extent of indigenous vegetation clearance prior to its removal, under the supervision of the nominated botanist.

35.9 The Requiring Authority shall undertake mitigation planting to replace any native vegetation that is required to be removed as a result of construction activities, in accordance with the Ecological Management and Restoration DWP(s). This will be at a minimum ratio of 7:1 for kanuka-manuka scrub and 8:1 for mature native vegetation.

35.10 The mitigation and off-setting planting covers a minimum of 2.2 hectares and shall be undertaken in the severance lands that remain within the road designation following

completion of the works, as shown in the Mill Road Corridor Project Notice of Requirement for Designation, Volume 2.2 Appendix B – Urban Design and Landscape Study Strips 4 and 5 (AECOM 29 September (2014)).

35.11 All mitigation planting as part of this project must be protected by way of a binding covenant, consent notice or other suitable and effective legal mechanism.

35.12 For a period of five (5) years following completion of construction, or until canopy closure, the Requiring Authority shall undertake weed control and management of all invasive plant pests (as defined by Auckland Council's Regional Pest Management Strategy) within the vegetated areas of the designation and also within the mitigation planting areas for the Project. The methodology for weed control and management of all invasive plant pests within the vegetated areas shall be included in the Ecological Management and Restoration DWP(s).

35.13 The Nominated Ecologist, in consultation with the Nominated Arborist, shall undertake an Ecological Monitoring Programme (EMP) prior to, throughout, and following the construction period, including monitoring of:

- a) Any works within the vicinity of native vegetation that has the potential to impact on that vegetation;
- b) The general health of native vegetation within the designation including soil condition monitoring to ensure good root environment for those trees beneath the bridging structures and monitoring of the vegetation communities present at Totara Park that may be affected by the designation;
- c) Compliance with the clauses of Condition 35 by way of fortnightly inspections and reporting during the construction period;
- d) Post-construction monitoring of the effects of the project will be required for a period of five (5) years to determine any adverse effects and replace plants as required. As a result of monitoring, if the effects of the bridge spanning the bush at 146 Mill Road are considered to be more than minor on native flora and fauna populations, there shall be a requirement for additional offsetting.
- e) the condition of the existing King Ferns in proximity to the proposed works and the stream downstream of works at 146 Mill Road; and
- f) the vegetation beneath the bridge at 146 Mill Road for the purposes of identifying any adverse effects including drying out of the understory and recommending remedial actions.

35.14 If at any stage the monitoring results indicate adverse ecological effects greater than those anticipated by the project, this shall trigger an appropriate management response accordance with the Ecological Management and Restoration DWP(s).

35.15 Any mitigation planting utilising native plants shall use plants genetically sourced from the Manukau Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the neighbouring Hunua Ecological District.

## DESIGNATION 2 AND 3

### Condition 36: Designation 2 Lizard Management Plan

36.1 A Lizard Management Plan (LMP) shall be submitted as part of the Ecological Management and Restoration DWP(s) required by Condition 34. The objective of the LMP is to minimise lizard mortality resulting from construction of the Project and shall have the following objectives:

- a) The population of each species of native lizard present on the site shall be maintained or enhanced, either on site or appropriately translocated; and
- b) The habitats on the site or at the translocation site post development support viable lizard populations for all species present pre-development.

36.2 The LMP shall address the following (as appropriate):

- a) Credentials and contact details of the ecologist/herpetologist who will implement the plan;
- b) Details regarding obtaining the necessary Wildlife Act 1953 permits; and
- c) Timing of the implementation of the LMP.

36.3 The LMP shall also include, but not be limited to, details of search methods to be implemented within the project footprint for identifying arboreal and ground-dwelling lizards prior to any vegetation clearance in the vicinity. Specifically, the LMP must include the following information:

- a) Description of the relocation site;
- b) Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc;
- c) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols, nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols; artificial cover object protocols, and opportunistic relocation protocols. Capture techniques should be determined by the consulting herpetologist and detailed within the LMP;
- d) The LMP must be implemented outside of the winter months of June, July and August due to low lizard detectability during the colder months;
- e) Methodology for minimising lizard mortality resulting from construction works associated with the project;
- f) Mechanisms for re-establishing affected lizard habitat within the corridor of works including provision for additional refugia, if required e.g. depositing salvaged logs, wood particles or debris for newly released skinks that have been rescued;
- g) Locations for the potential release of lizards, including details on any weed and pest management to ensure the relocation site is maintained as appropriate habitat;
- h) The methodology for any post-vegetation clearance capture of lizards; and
- i) The methodology for captive management of lizards.

36.4 A suitably qualified and experienced ecologist/herpetologist to oversee the implementation of the LMP shall certify that the works have been carried out according to the approved LMP within two weeks of completion of the vegetation clearance works.

36.5 Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan shall be recorded on an Amphibian and Reptile Distribution Scheme (ARDS) Card and sent to the Department of Conservation. A copy shall be sent to the Auckland Council Team Leader (Central/South) Biodiversity.

## DESIGNATION 2 AND 3

### Condition 37: Bat Management Plan

37.1 A Bat Management Plan (BMP), prepared and implemented by a qualified bat ecologist, shall be submitted as part of the Ecological Management and Restoration DWP(s). The objective of the BMP is to minimise bat mortality resulting from construction of the Project. The BMP shall include, but not be limited to:

- a) Details of searching methods to be implemented within the project footprint for identifying bat roost trees prior to any vegetation clearance in the vicinity;
- b) Mechanisms to avoid felling of active bat roost trees where practicable and minimising where practicable bat mortality resulting from construction works associated with the project.
- c) Details on the appropriate procedure to follow in the event of finding alive, dead or injured bats must be included in the BMP. These should be based on recommendations from the Department of Conservation (DOC); and

- d) Details on appropriate lighting to be incorporated into the project design, based on best-practice methodology for minimising effects on bat populations.

37.2 Trees that may contain bats ideally should not be removed from May - October when bats are hibernating or torpid nor during November-January which is the breeding season for long-tailed bats. Where trees need to be felled in these periods the following methodology will be applied:

- a) All trees to be removed within the designation footprint must be clearly marked. Each tree to be removed should be monitored overnight (ensuring sampling at dusk and dawn) via an ABM, for a minimum of 5 days, during which time the dusk temperature must remain above 7°C; and
- b) If bat activity is recorded, tree felling in the area shall not proceed until such activity ceases. Should this take longer than three days, Auckland Council and DOC shall be informed and the appropriate procedure from the BMP shall be implemented.

### **Contaminated Land**

#### **DESIGNATION 1, 2 AND 3**

##### **Condition 38: Contamination DWP**

38.1 A Detailed Site Investigation covering the areas of potential contamination identified in AECOM's Contaminated Land Assessment – Redoubt Road/ Mill Road Corridor (October 2014) shall be undertaken in accordance with the Ministry for the Environment's Contaminated Land Management Guideline Number 1: Reporting on Contaminated Sites in New Zealand (Revised 2011), and Guideline Number 5: Site Investigation and Analysis of Soils (Revised 2011). If the designation is to be given effect to in part (staged), then the site investigation shall only relate to those areas of potential contamination identified in the Contaminated Land Assessment within that stage.

38.2 The Detailed Site Investigation required by Condition 38.1 shall include the site at 1345 Alfriston Road.

38.3 A Contamination DWP shall be prepared to manage the adverse effects relating to contaminated land during the construction of the Redoubt Road - Mill Road Corridor Project. If the designation is to be given effect to in part (staged), the DWP need only relate to that part (stage).

38.4 The objective of the Contamination DWP is to avoid, remedy or mitigate the adverse effects of construction on human health and environmental impacts which may result from the disturbance of contaminated materials during construction.

38.5 To achieve the above objective the following shall be included in the Contamination DWP and implemented as required:

- a) A report detailing the outcomes of the Detailed Site Investigation required by Condition 38.1.
- b) A health and safety plan that addresses:
  - i) Worker safety in relation to hazardous substances; and
  - ii) Worker training with regard to handling hazardous substances, identifying potentially contaminated soil / material, and notification procedures for discovery of contamination;
- c) Procedures for how erosion and sediment control measures will manage the effects caused by the removal of contaminated soil/material. The procedures must also be set out in the erosion and sediment control plans required under condition 19.1(b);
- d) Procedures for how stormwater, dust, and odour control measures will manage the effects caused by the removal of contaminated soil / material;
- e) Procedures for site characterisation, contaminated soil classification, management and disposal of contaminated soil / material;

- f) Where any trenches/excavations during civil works are to be sealed as a result of contamination and how this is to be recorded;
- g) How and which work areas are to be restricted to authorised personnel only and procedures to limit the presence of ignition sources in these areas (e.g. no smoking within or adjacent to construction area, no welding or open flames near areas with high concentrations of hydrocarbon contamination);
- h) Procedures for the monitoring and management of the removal of contaminated soil / material by a suitably qualified environmental specialist including onsite monitoring of soil, surface water and groundwater quality during construction to ensure that waste is properly classified in order to minimise the risk to site workers, the public and the environment;
- i) How the placement of re-used contaminated soil / material will be recorded and tracked;
- j) Where areas for stockpiling and storing contaminated soil / material will be established on the construction site and the procedures for managing the containment of the contaminated soil / material in these areas; and
- k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how the general public are to be communicated with on the management of the adverse effects relating to the removal of contaminated soil / material.

## **Air Quality**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 39: Air Quality DWP**

39.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Redoubt Road - Mill Road Corridor Project or any part of it (if staged).

39.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

39.3 To achieve the above objective measures shall be included in the Air Quality DWP that, so far as practicable, seek to:

- a) Reduce the odour, dust or fumes arising as a result of construction of the project at any point within 100 m that borders a highly sensitive air pollution land use; and
- b) Ensure that the 24-hour average concentration, measured midnight to midnight, of Total Suspended Particulate (TSP) at any point within 100 m of the designation boundary that borders a highly sensitive air pollution land use does not exceed 80 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ).

39.4 The Air Quality DWP shall, as a minimum, address the following:

- a) Description of the works, anticipated equipment/processes and durations;
- b) Periods of time when emissions of odour, dust or fumes might arise from construction activities;
- c) Identification of highly sensitive air pollution land uses likely to be adversely affected by emissions of odour, dust or fumes from construction activities;
- d) Methods for mitigating dust emitted from construction yards, haul roads, stock- piles and construction site exits used by trucks, potentially including the use of vacuum sweeping, watersprays or wheel washes for trucks;
- e) Methods for mitigating odour that may arise from ground disturbing construction activities;
- f) Methods for maintaining and operating construction equipment and vehicles in order to seek to minimise visual emissions of smoke from exhaust tailpipes;
- g) Methods for undertaking and reporting (to council) on the results of daily inspections of construction activities that might give rise to odour, dust or fumes;

- h) Methods for monitoring and reporting (to council) on the state of air quality during construction, including Total Suspended Particulate, wind speed, wind direction, air temperature and rainfall;
- i) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling complaints about odour, dust or fumes;
- j) Construction operator training procedures on mitigation of odour, dust or fumes; and
- k) Contact numbers for key construction staff, staff responsible for managing air quality during construction and council officers.

## **Specific Design Requirements**

### **DESIGNATION 1, 2 AND 3**

#### **Condition 40**

- 40.1 The bridge structure spanning the bush referred to as Cheesman's bush (146 Mill Road) shall be constructed without piers or other bridge support structures between the abutments (NoR 3 only).
- 40.2 Provision shall be made where it is safe and practicable for an effective means of separation between the carriageway and cyclists along the entire length of the corridor. Options to consider may include the use of planted or raised medians and the reconfiguration of the road cross section such that the lighting column/street tree planting berm is located between the carriageway and cycleway.
- 40.3 Provision shall be made for pedestrian-friendly crossing points at appropriate, safe and practicable locations where the corridor is bounded on both sides by Urban / Future Urban land and adjacent to Totara Park. Options to consider are to include the introduction of pedestrian refuges, contrasting carriageway paving materials to reinforce pedestrian priority, and footbridges (where pedestrian crossovers cannot be integrated into signalised intersections). Where pedestrian crossing points are at-grade with the cycle lane it should be ensured that safety for pedestrians and cyclists and the operation of the cycle lane are not compromised.
- 40.4 Directional information from the Alfriston-Mill Road intersection roundabout, and from where the Mill Road corridor reconnects to existing Mill Road, to the child care centre at 310 Mill Road.
- Prior to the existing Mill Road being closed for access south of the Alfriston Road intersection as required to commence construction for the relevant section of the Redoubt Road – Mill Road Corridor Project (NOR 3) the requiring authority shall install two directional signs in accordance with ATCOP and/or AT's Approach to Acknowledged Direction, Service & General Guide Signs (or equivalent standard) identifying the child care centre at 310 Mill Road. Should the child care centre no longer be in operation at 310 Mill Road at this time then this signage will no longer be considered necessary.
- 40.5 All stormwater wetlands are to be designed in collaboration with a landscape architect. The stormwater wetland designs are to be submitted as part of the Urban Design and Landscape DWP required by condition 31.2.
- 40.6 As part of detailed design, and in consultation with the landowner, the requiring authority shall investigate opportunities to limit land take, limit removal of landscape plantings and provide suitable access in relation to 208 Redoubt Road.
- 40.7 At the time NoR 3 is constructed the Requiring Authority shall consider providing a slip lane along the existing part of Mill Road south of Alfriston Road, with direct access to the new road alignment. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for a slip lane as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Mill Road;
- c) Alternative intersection types including a roundabout or the use of traffic signals and the safety and efficiency of the intersections; and
- d) The benefits of a slip lane for individual properties (including 310 Mill Road) as well as the interests of other stakeholders, including Alfriston School.

40.8 For Murphys Road, stormwater infrastructure, where practicable shall be located within the road reserve, adopt water sensitive design principles in accordance with the Proposed Auckland Unitary Plan Stormwater Management Area Flow 1 requirements any relevant Network Discharge Consent and the Stormwater Code of Practice.

40.9 The final design of the carriage way shall enable future access from 1345 Alfriston Road, Alfriston (being Part Lot 2 DP 12981 comprised in NA7D/12) to the Mill Road corridor, Alfriston Road, and the existing Mill Road generally in accordance with Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016, which includes:

- a) In the case of the land to the east of the Mill Road corridor (“the Eastern Block”):
  - i) One left out left in access onto the Mill Road corridor to and from the Eastern Block.
  - ii) One full access from the Eastern Block to the existing Mill Road.
- b) In the case of the land to the west of the Mill Road corridor (“the Western Block”):
  - i) One left out left in access between the Western Block and the Mill Road corridor.
  - ii) One full access onto Alfriston Road from the Western Block set back a minimum distance of 70 metres from the western approach limit line of the Alfriston Road Mill Road intersection.
- c) The existing Mill Road reconnecting to the Mill Road corridor with a left out left in connection heading in a southern direction.

#### **Advice note:**

The owner of the land at 1345 Alfriston Road has sought that provision be made for access to that site as part of the designation confirmation process. Any such access and site development will require resource consent. The Requiring Authority considers that access can be achieved to 1345 Alfriston Road without compromising the safe and efficient operation of the new road, although it cannot provide a conclusive assurance or assessment until such time as a resource consent is sought for the access and site development and sufficient details are available to enable a final assessment.

### **Operational Traffic Noise**

#### **DESIGNATION 1, 2 AND 3**

##### **Condition 41**

41.1 For the purposes of Conditions 41–53 the following terms will have the following meanings:

- a) BPO – means the Best Practicable Option.
- b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
- c) Habitable Space – has the same meaning as in NZS 6806:2010.
- d) Noise Assessment - means the Road-traffic Noise Assessment Report in accordance with Condition 42.
- e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, i.e. Category A – primary noise criterion, Category B – secondary noise criterion and Category C internal noise criterion.
- f) NZS 6806:2010 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads.
- g) PPFs - has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the

Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 42, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment.

h) Structural Mitigation – has the same meaning as in NZS 6806:2010.

#### DESIGNATION 1, 2 AND 3

##### Condition 42

42.1 The Requiring Authority shall appoint a suitably qualified acoustics specialist to confirm the indicative BPO mitigation options set out in the Noise and Vibration Assessment (dated 19 March 2015) in Attachment 3 of the Response to Feedback to Council. No later than 6 months prior to construction starting for a project stage, the Requiring Authority shall submit to the Council a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories') that achieve, at a minimum, the same Noise Criteria Categories as for the indicative BPO mitigation options of the Noise and Vibration Assessment (dated 19 March 2015). The Requiring Authority shall implement the Selected Options for noise mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 43 – 53 below.

42.2 The Noise Assessment shall only consider those PPF's existing on the date the Notice of Requirement was served on Auckland Council (24 October 2014).

#### DESIGNATION 1, 2 AND 3

##### Condition 1, 2 and 3

43.1 The design of the Structural Mitigation or building mitigation measures in the Selected Options (the 'Detailed Mitigation Options') shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition 44, shall include, as a minimum, the following:

- a) Building modification or structural mitigation measures (such as noise fences) in accordance with the Noise Assessment; and
- b) Low-noise road surfaces-materials on the carriageways of the Project, except where not practicable for engineering or safety reasons, in accordance with the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 44

44.1 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the Selected Options either:

- a) if the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified specialist certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or
- b) if changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.



## DESIGNATION 1, 2 AND 3

### Condition 45

45.1 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project stage, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction.

## DESIGNATION 1, 2 AND 3

### Condition 46

46.1 Prior to construction of the Project stage, a suitably qualified acoustics specialist shall identify those PPFs which following implementation of all the Structural Mitigation included in the Detailed Mitigation Options are not in Noise Criteria Categories A or B and where the internal noise level would be greater than 45 dB LAeq(24h) ('Category C Buildings'). For these Category C Buildings, Building Modification Mitigation may be required to achieve 40 dB LAeq(24h) inside habitable spaces.

## DESIGNATION 1, 2 AND 3

### Condition 47

47.1 Prior to commencement of construction of the Project stage in the vicinity of a Category C Building, the requiring authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

47.2 If the owner(s) of the Category C Building approves the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 47.1), then no more than 12 months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

## DESIGNATION 1, 2 AND 3

### Condition 48

48.1 Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 47 above where:

- a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- b) The owner of the Category C Building approved the Requiring Authority's access, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
- c) The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Condition 47.2 including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 47.1 within that period)); or
- d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.

## DESIGNATION 1, 2 AND 3

### Condition 49

49.1 Subject to Condition 48, within six months of the assessment required under Condition 47.2 the Requiring Authority shall give written notice to the owner of each Category C Building:

- a) Advising of the options available for Building-Modification Mitigation to the building; and
- b) Advising that the owner has three months within which to decide whether to accept Building- Modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise which of those options the owner prefers.

## DESIGNATION 1, 2 AND 3

### Condition 50

50.1 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented (including the Requiring Authority obtaining any third party authorisations required to implement the mitigation) in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

## DESIGNATION 1, 2 AND 3

### Condition 51

51.1 Subject to Condition 48, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition 50 above where:

- a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or
- b) The owner of the Category C Building did not accept the Requiring Authority's offer to implement Building- Modification Mitigation prior to the expiry of the timeframe stated in Condition 47.2 above (including where the owner did not respond to the Requiring Authority within that period); or
- c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

## DESIGNATION 1, 2 AND 3

### Condition 52

52.1 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.

## DESIGNATION 1, 2 AND 3

### Condition 53

53.1 No more than 6 months after the final road surface required by Condition 45 has been laid, on the Project stage, the Requiring Authority shall appoint a suitably qualified acoustics specialist to undertake monitoring of operational noise at a minimum of 2 locations per project stage (minimum of 5 locations in total along the entire Project length) to confirm that operational noise levels from the Project meet the noise criteria categories set out in the Noise Assessment. Results of the surveys shall be adjusted for traffic volume in the design year. If the adjusted results of the surveys show that PPFs receive noise levels in a noise criteria category that is greater than set out in the Noise Assessment (e.g. from Category A to Category B), the Requiring Authority

shall carry out mitigation to attenuate the noise generated by the Project to within the category levels specified in the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 54

54.1 New Zealand Transport Agency will, as soon as reasonably practicable, provide the owners of 116 Ranfurly Road with the noise contours for 116 Ranfurly Road which will be modelled on the basis that the Best Practicable Option (the BPO) is to be implemented.

54.2 New Zealand Transport Agency will meet the noise contours provided to the owners of 116 Ranfurly Road under condition 54.1 when the road is constructed.

54.3 Any future dwellings or buildings on the balance land at 116 Ranfurly Road will be designed so that suitable internal noise levels are achieved based on the noise contours provided by New Zealand Transport Agency under condition 54.1.

54.4 New Zealand Transport Agency will carry out an analysis of the BPO and implement this at Outline Plan of Works stage no more than 12 months before commencement of construction, but this will be limited to assessing the need for additional structural mitigation in the corridor adjacent to 116 Ranfurly Road.

54.5 New Zealand Transport Agency will not oppose future development of the balance land at 116 Ranfurly Road that is consistent with its Future Urban zoning under the Unitary Plan, subject to the right for New Zealand Transport Agency to provide traffic engineering input into an assessment of the adequacy of any access design. This does not constrain or prevent New Zealand Transport Agency from refusing to provide its approval to development of 116 Ranfurly Road under section 176 of the Resource Management Act 1991 or section 71 of the Public Works Act 1981 (as the case may be).

#### **Advice Notes:**

#### DESIGNATION 1, 2 AND 3

##### AN1

The Requiring Authority is required to submit an application to Heritage New Zealand for an archaeological authority to modify or destroy the whole or any part of any archaeological site or sites within a specified area of land, whether or not a site is a recorded archaeological site (Heritage New Zealand Pouhere Taonga Act 2014 Section 44(a)) in advance of earthworks commencing in the area where the archaeological site is located within the proposed corridor. An Authority would establish procedures to ensure that for any archaeological remains affected by the project would be investigated or recorded to recover information relating to the history of the area.

In the event of unanticipated archaeological sites, taonga (artefacts) or koiwi (human remains) being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with the Heritage New Zealand and relevant iwi interests.

#### DESIGNATION 1, 2 AND 3

##### AN2

The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 land acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

#### DESIGNATION 1, 2 AND 3

##### AN3

Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with Condition 5 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

#### DESIGNATION 1, 2 AND 3

##### AN4

Under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Redoubt Road - Mill Road Corridor Project without the written approval of the Requiring Authority.

#### DESIGNATION 1, 2 AND 3

##### AN5

Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

## Attachments

No attachments.