

Appendix D – NZTA Modifications to NoR KS conditions (clean)

[# Council to allocate #] – Kumeū Station

Designation Number	XXXX
Requiring Authority	New Zealand Transport Agency
Location	Main Road, Kumeū.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of a public transport station and associated facilities.

Conditions

Abbreviations and definitions

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

	• accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above Excludes: • care centres; and • tertiary education facilities
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: • Te Kawerau ā Maki • Ngāti Whātua o Kaipara • Te Ākitai Waiohū
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is New Zealand Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan

Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) network utility operators
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

No.	Condition
General conditions	
1.	Activity in General Accordance with Plans and Information (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how / where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (vii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
3.	Stakeholder Communication and Engagement (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 3(a)(i) –(ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

No.	Condition
6.	Network Utility Operators (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
7.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; (viii) Tree Management Plan; and (ix) Network Utilities Management Plan.
8.	Network Utilities Integration The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).

No.	Condition
9.	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; and (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. (v) Where Flood Hazard is: A. velocity x depth greater than or equal to 0.6; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, confirmation shall be provided that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.
11.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.

No.	Condition
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in 12(b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.
13.	Network Integration Management Plan (NIMP) (a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the Project, including design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including design, management and operational matters.

No.	Condition
14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of 14(b)(i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP and HHMP, and the CMP referred to in Condition 20; (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP. (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work

No.	Condition
16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures; and (v) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. (b) The ULDMP shall be prepared in general accordance with: (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) NZTA Landscape Guidelines (2018) or any subsequent updated version; and (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.

No.	Condition
17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places including Huapai Tavern (AUP:OP Schedule 14.1 #00482), with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. identification of any planting requirements under the Ecological Management Plan (Conditions 28) and TMP (Condition 29); and E. integration of any planting requirements required by conditions of any resource consents for the project; (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species
Specific Outline Plan requirements	
Construction conditions	

No.	Condition
18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
19.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

No.	Condition
20.	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
	Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

No.	Condition
21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 21(b)(ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.

No.	Condition																																																										
22.	Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: Table 22-1 Construction Noise Standards <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_AF_{max}</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table> (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.	Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									

No.	Condition																						
23.	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in Table 23-1 as far as practicable. Table 23-1 Construction Vibration Standards <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr><tr><td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2** 50% of Table B2 values</td></tr></table> * Refer to NZTA State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria ** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration' (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply. (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities. (d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values
Receiver	Details	Category A*	Category B*																				
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																				
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv																				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2																				
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values																				

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

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

26.	Historic Heritage Management Plan (HHMP) (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). (x) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) measures and methods shall be identified to: A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings; B. appropriately re-locate the Huapai Tavern (AUP:OP Schedule 14.1 #00482) within the area identified in Schedule 4 in a manner that respects the heritage value of the buildings; C. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building; and D. identify long term protection management of heritage elements of the buildings
-----	--

No.	Condition
	Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the NZTA Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version. The Huapai Tavern is scheduled under the AUP(OP). Long term protection management will be identified though Condition 26(b)(x)(D) until the extent of place is amended through a Plan Change process to reflect the new location once relocated.

No.	Condition
27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 3 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).

28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding, measures to manage the effects of light spill on bat connectivity as far as practicable; and E. where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(b) for the presence of threatened or at risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; c. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person; d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and e. minimising light spill from construction areas into Wetlands
-----	---

No.	Condition
	(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. Advice note: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
29.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (b) To achieve the objective, the TMP shall: (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 29(b)(i) above. This may include: A. any opportunities to relocate listed trees where practicable. B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 29(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
30.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
	Operational conditions

No.	Condition							
31.	Station Noise All mechanical and electrical services (including Public Address system) shall be designed to comply with the following noise rating levels and maximum noise levels, as measured and assessed at any residential zone site boundary: <table data-bbox="292 376 938 497"> <tr> <th data-bbox="292 376 614 403">Time</th><th data-bbox="614 376 938 403">Noise level</th></tr> <tr> <td data-bbox="292 403 614 430">Monday to Saturday 7am-10pm</td><td data-bbox="614 403 938 430" rowspan="2">50dB L_{Aeq}</td></tr> <tr> <td data-bbox="292 430 614 456">Sunday 9am-6pm</td></tr> <tr> <td data-bbox="292 456 614 497">All other times</td><td data-bbox="614 456 938 497">40dB L_{Aeq} 75dB L_{AFmax}</td></tr> </table>	Time	Noise level	Monday to Saturday 7am-10pm	50dB L _{Aeq}	Sunday 9am-6pm	All other times	40dB L _{Aeq} 75dB L _{AFmax}
Time	Noise level							
Monday to Saturday 7am-10pm	50dB L _{Aeq}							
Sunday 9am-6pm								
All other times	40dB L _{Aeq} 75dB L _{AFmax}							

Attachments

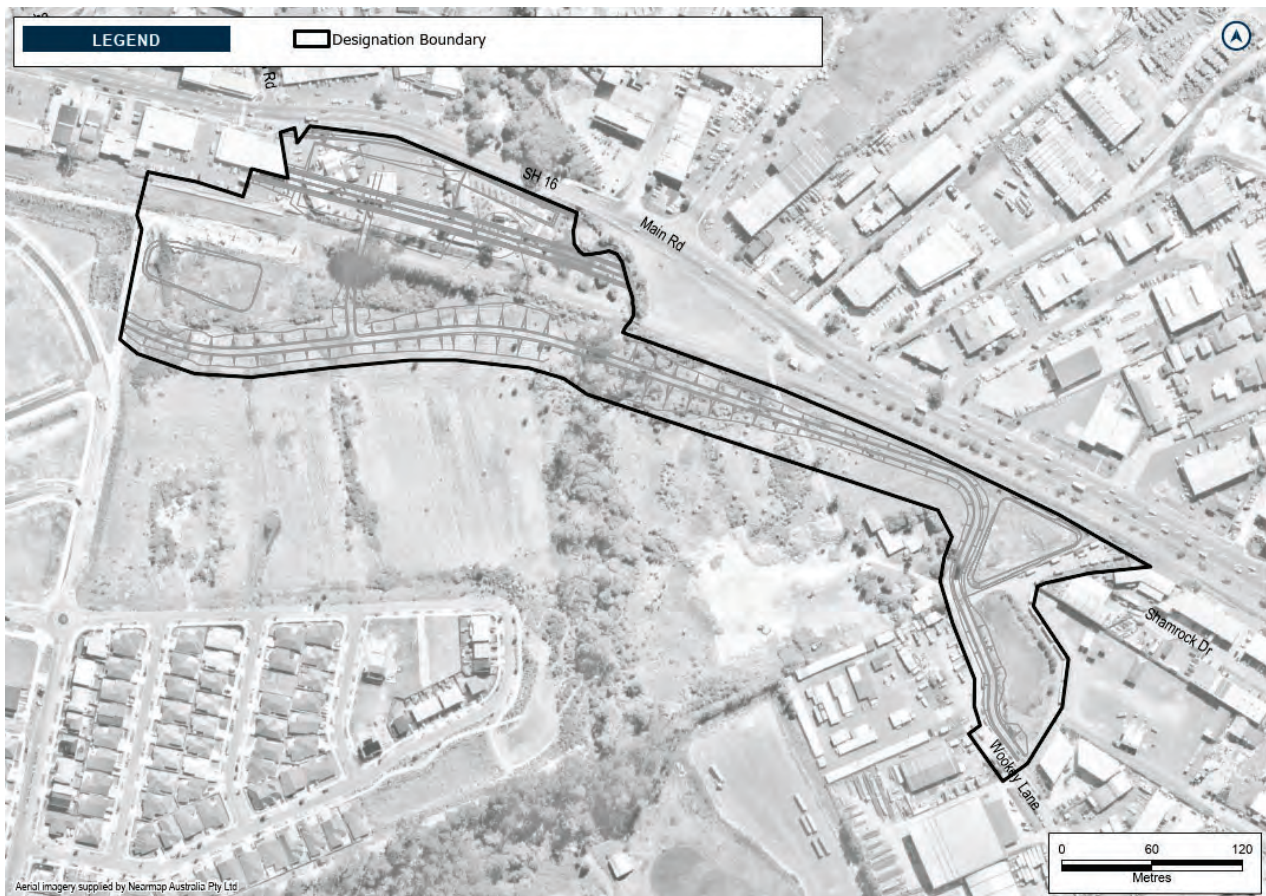
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a rapid transit station in Kumeū, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new rapid transit station, including active transport facilities;
- (b) Associated works including transport interchange facilities, accessway, bridges, embankments, retaining, culverts, stormwater management systems; and
- (c) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified Biodiversity Areas

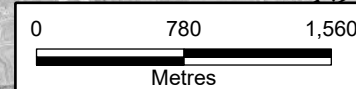
LEGEND

 Designation Boundary

 Identified Biodiversity Area



Long-tailed Bat



LEGEND

 Designation Boundary

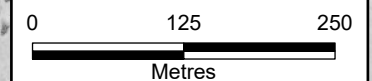
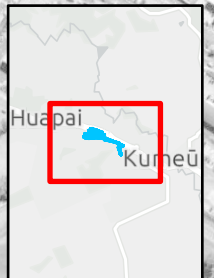
 Identified Biodiversity Area

NOR KS



Threatened or At
Risk Wetland Birds

Map Number: 1



Schedule 3: Table 10 of the 2018 EIANZ Guidelines

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

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Huapai Tavern Relocation

LEGEND

 Designation Boundary

 Relocation Extent



Appendix E – NZTA Modifications to NoR HS conditions (clean)

[# Council to allocate #] – Huapai Station

Designation Number	XXXX
Requiring Authority	New Zealand Transport Agency
Location	Meryl Avenue, between Matua Road and State Highway 16, Huapai.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of a public transport station and associated facilities.

Conditions

Abbreviations and definitions

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

	• schools and outdoor education facilities; and • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above Excludes: • care centres; and • tertiary education facilities
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: • Te Kawerau ā Maki • Ngāti Whātua o Kaipara • Te Ākitai Waiohū
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is New Zealand Transport Agency
RMA	Resource Management Act 1991

SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) network utility operators
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

No.	Condition
General conditions	
1.	Activity in General Accordance with Plans and Information (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how / where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (vii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
3.	Stakeholder Communication and Engagement (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 3(a)(i) –(ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

No.	Condition
6.	Network Utility Operators (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
7.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; (viii) Tree Management Plan; and (ix) Network Utilities Management Plan.
8.	Network Utilities Integration The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).

No.	Condition
9.	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; and (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. (v) Where Flood Hazard is: A. velocity x depth greater than or equal to 0.6; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, confirmation shall be provided that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.
11.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.

No.	Condition
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in 12(b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.
13.	Network Integration Management Plan (NIMP) (a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the Project, including design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including design, management and operational matters.

No.	Condition
14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of 14(b)(i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP and HHMP, and the CMP referred to in Condition 20; (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
	Urban and Landscape Design Management Plan (ULDMP)
15.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP. (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work

No.	Condition
16.	(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures; and (v) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. (b) The ULDMP shall be prepared in general accordance with: (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) NZTA Landscape Guidelines (2018) or any subsequent updated version; and (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.

No.	Condition
17.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. identification of any planting requirements under the Ecological Management Plan (Conditions 28) and TMP (Condition 29); and E. integration of any planting requirements required by conditions of any resource consents for the project; (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species
Specific Outline Plan requirements	
Construction conditions	

No.	Condition
18.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
19.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

No.	Condition
20.	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
	Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

No.	Condition
21.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 21(b)(ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.

No.	Condition																																																										
22.	Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: Table 22-1 Construction Noise Standards <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AFmax}</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table> (b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									

No.	Condition																						
23.	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in Table 23-1 as far as practicable. Table 23-1 Construction Vibration Standards <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr><tr><td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2** 50% of Table B2 values</td></tr></table> * Refer to NZTA State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria ** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration' (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply. (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities. (d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values
Receiver	Details	Category A*	Category B*																				
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																				
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv																				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2																				
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values																				

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

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

No.	Condition
26.	Historic Heritage Management Plan (HHMP) (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the NZTA Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.

No.	Condition
27.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 3 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).

28.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding, measures to manage the effects of light spill on bat connectivity as far as practicable; and E. where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 27(b) for the presence of threatened or at risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; c. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person; d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and e. minimising light spill from construction areas into Wetlands
-----	---

No.	Condition
	(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. Advice note: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
29.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (b) To achieve the objective, the TMP shall: (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 29(b)(i) above. This may include: A. any opportunities to relocate listed trees where practicable. B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 29(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
30.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (d) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (e) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
	Operational conditions

No.	Condition							
31.	Station Noise All mechanical and electrical services (including Public Address system) shall be designed to comply with the following noise rating levels and maximum noise levels, as measured and assessed at any residential zone site boundary: <table data-bbox="292 376 938 497"> <tr> <th data-bbox="292 376 614 403">Time</th><th data-bbox="614 376 938 403">Noise level</th></tr> <tr> <td data-bbox="292 403 614 430">Monday to Saturday 7am-10pm</td><td data-bbox="614 403 938 430" rowspan="2">50dB L_{Aeq}</td></tr> <tr> <td data-bbox="292 430 614 456">Sunday 9am-6pm</td></tr> <tr> <td data-bbox="292 456 614 497">All other times</td><td data-bbox="614 456 938 497">40dB L_{Aeq} 75dB L_{AFmax}</td></tr> </table>	Time	Noise level	Monday to Saturday 7am-10pm	50dB L _{Aeq}	Sunday 9am-6pm	All other times	40dB L _{Aeq} 75dB L _{AFmax}
Time	Noise level							
Monday to Saturday 7am-10pm	50dB L _{Aeq}							
Sunday 9am-6pm								
All other times	40dB L _{Aeq} 75dB L _{AFmax}							

Attachments

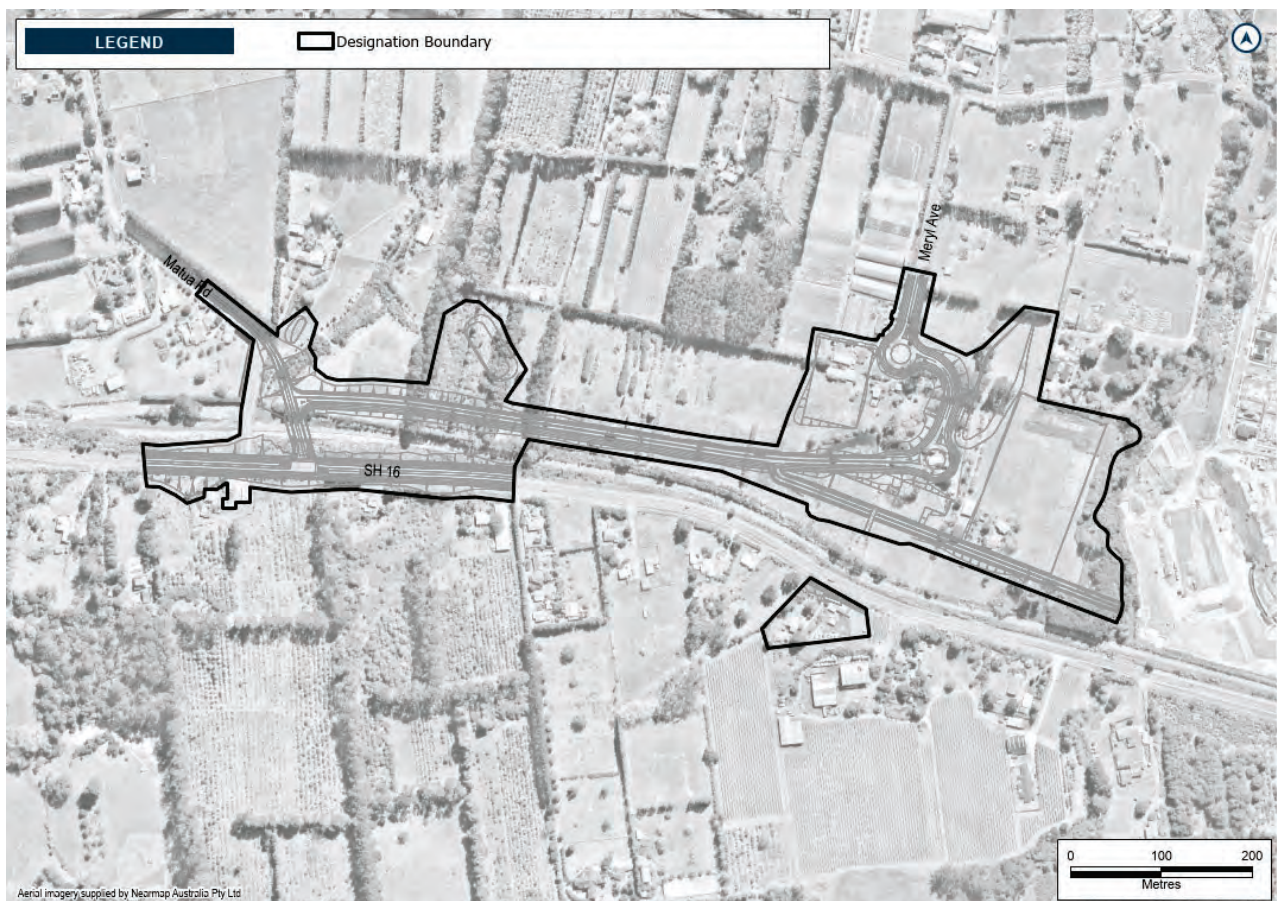
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a rapid transit station in Huapai, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new rapid transit station, including active transport facilities;
- (b) Associated works including transport interchange facilities, accessway, park and ride facilities, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Identified Biodiversity Areas

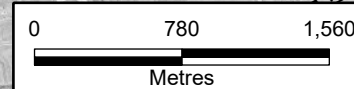
LEGEND

 Designation Boundary

 Identified Biodiversity Area



Long-tailed Bat





Schedule 3: Table 10 of the 2018 EIANZ Guidelines

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

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Attachment B

New Zealand Transport Agency Designation Schedule and

Designation 6785 Alternative State Highway

(Strikethrough/underscore)

Designation Schedule - New Zealand Transport Agency

Number	Purpose	Location
6700	Motorway	State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay
6701	Motorway	State Highway 1 from Bombay Road to Mill Road, Bombay
6702	State Highway - declared limited access road	State Highway 1 from Mill Road to south of Beaver Road East (Waikato District Council boundary), Bombay
6703	Road	State Highway 1 at Great South Road on-ramp, Bombay
6704	State Highway - declared limited access road	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6705	Land for road widening - 5m where indicated on Map 100, to a minimum width of 30m of road reserve	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6706	Motorway purposes Auckland - Hamilton	State Highway 1 from north of Takanini interchange to south of Quarry Road, Drury
6707	State Highway 22	State Highway 22 (Karaka Road and Great South Road) from east of Woodlyn Road, Karaka to State Highway 1,
6708	South Western Motorway (State Highway 20)	State Highway 20 from (1) east of Great south Road, Manukau City Centre to Cavendish Drive interchange, Wiri and from (2) Massey Road to Walmsley Road, Mangere
6709	South Western Motorway (State Highway 20)	State Highway 20 from (1) Manukau Harbour Crossing to Tararata Creek, Mangere and from (2) Massey Road, Mangere to Cavendish Drive interchange, Wiri
6710	Manukau Harbour Crossing	Waterfront Road Reserve, Coronation Road, Rimu Road and Mahunga Drive, Mangere
6712	Airport Motorway (State Highway 20A)	State Highway 20A from Bader Drive to south of Kirkbride Road, Mangere
6713	George Bolt Memorial Drive	State Highway 20A (George Bolt Memorial Drive) from Kirkbride Road to Auckland International Airport,
6714	Southern Motorway (State Highway 1)	State Highway 1 from north of Highbrook Drive, Otara to south of Great South Road, Takanini
6715	Southern Motorway widening East Tamaki Road	State Highway 1 at East Tamaki Road interchange, Otara
6716	South Western Motorway - State Highway 20 (connection to State Highway 1)	State Highway 20 from Great South Road, Manukau City Centre to Cavendish Drive interchange, Wiri
6717	State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui and SH20/20B Interchange to Manukau Memorial Gardens

6718	Motorway	State Highway 1 from (1) Auckland Harbour Bridge, Westhaven to Fanshawe Street, Freemans Bay and from (2) Grafton Road, Grafton to Tamaki River, Otahuhu, and State Highway 16 from (3) Newton Road, Eden Terrace to Whau River bridge, Avondale and State Highway 20 from (4) Hillborough Road, Hillsborough to Manukau Harbour Crossing, Onehunga
6719	Motorway - Shelley Beach Road priority lane	State Highway 1 at Shelly Beach Road, Westhaven
6720	Motorway - Newmarket Viaduct improvement project	State Highway 1 from Gillies Avenue to St Marks Road off-ramp, Newmarket
6721	Motorway - Victoria Park tunnel project	State Highway 1 from Victoria Park, Auckland Central to Shelley Beach Road off-ramp, Westhaven
6722	To alter designation A07-01, SH16, causeway and Rosebank Peninsula	State Highway 16 from the causeway to north of Patiki Road on-ramp, Avondale
6723	To alter designation A07-01, SH16, between Great North Road and St Lukes Interchange ...	State Highway 16 from Great North Road, Avondale to St Lukes Road, Western Springs
6724	The designation provides for the construction, and subsequent operation, maintenance and minor improvement of the motorway	State Highway 16 in the vicinity of (1) Patiki Road, Avondale and (2) Rosebank Road, Avondale
6725	Construction of a public road to provide access to properties at the northern end of Patiki Road	State Highway 16 on Patiki Road, Avondale
6726	For a new designation, SH16, SH20 and Great North underpass – NOR4. A new surface designation for ...	State Highway 20 from Great North Road (in the vicinity of Alverston Street) to the northern portal (vicinity of Great North Road interchange), Waterview
6727	12.2 metre height restriction affecting land within 76.2 meters of the centre line of the Newmarket Viaduct	Vicinity of Newmarket Viaduct (State Highway 1), Newmarket
6728	For a new designation, SH20 tunnels, Great North Road underpass to Alan Wood Reserve ...	State Highway 20 from Alan Wood Reserve, Mt Roskill to Great North Road, Waterview
6729	Proposed motorway; proposed motorway and railway; proposed road, Hayr Road to Richardson Road ...	State Highway 20 from Hillsborough Road, Hillborough to Maioro Street, Mt Roskill
6730	For new designation, SH20, southern tunnel portal to Maioro Street interchange	State Highway 20 from Maioro Street to Alan Wood Reserve, Mt Roskill
6731	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillsborough to Ernie Pinches Street, Mt Roskill Hillsborough Road
6732	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillborough to Maioro Street, Mt Roskill
6733	The designation is for the following work: ...	State Highway 20 in the vicinity of Earnie Pinches Street, My Roskill

6734	Otahuhu Southern Motorway	State Highway 1 at Otahuhu interchange, Otahuhu
6735	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 from Wellington Street to Victoria Park, Auckland Central
6736	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 and 16 from Grafton Road, Grafton to Wellington Street, Auckland Central and State Highway 16 from Parnell Rise to Newton Road, Auckland Central
6738	Alteration to designation NZTA1, SH16, between Whau River and Henderson Creek ...	State Highway 16 from Whau Creek to Henderson Creek, Te Atatu
6740	N/A	State Highway 16 from north end of Fred Taylor Drive to Brighams Creek, Whenuapai
6741	N/A	State Highways 16 from Westgate interchange, Westgate to Brigham Creek Road intersection, Whenuapai and State Highway 18 from Westgate interchange, Westgate to Greenhithe Bridge, Hobsonville
6742	Refer NOR-2010-1559	State Highway 16 from Henderson Creek, Henderson to Huruhuru Road Bridge, Massey
6743	Refer NOR-2010-1136	State Highway 16 from west of Huruhuru Road bridge, Massey to Westgate interchange, Westgate
6744	N/A	State Highway 16 south of Westgate interchange, Westgate
6747	Motorway administration and maintenance	28 Sulphur Beach Road, Northcote
6748	Auckland Harbour Bridge works depot and anchorage	9 Princes Street, Northcote Point
6749	Auckland Harbour Bridge works depot and anchorage	Queen Street (Pt Allotment 68 TTN of Woodside) , Northcote Point
6750	Auckland-Waiwera Motorway (State Highway 1), including planning, design, supervision, construction and maintenance ...	State Highway 1 from Auckland Harbour Bridge, Northcote to Greville Road interchange, Albany
6751	Proposed Motorway (Auckland/Waiwera Motorway State Highway 1), including planning, design, supervision, construction	State Highway 1 from Greville Road interchange, Albany to Lonely Track Road, Albany
6753	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 from Constellation Drive interchange (State Highway 1) to west of Paul Matthews Road, Rosedale
6756	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 (Upper Harbour Highway) from west of Paul Matthews Road, Rosedale to Upper Harbour Bridge, Greenhithe
6757	The North Shore Busway ...	North Shore Busway from south of Onewa Road interchange, Onewa to Constellation Drive interchange,
6758	Constellation Drive Station ...	Corner Constellation Drive interchange and State Highway 1, Rosedale

6759	Motorway	State Highway 1, Silverdale interchange, Silverdale
6760	Motorway	State Highway 1 from Lonely Track Road, Redvale to Silverdale interchange, Silverdale
6761	Motorway and limited access highway and associated interchange	State Highway 1 from Bankside Road, Silverdale to Titfords Bridge, Puhoi
6762	Withdrawn	
6763	State Highway 1	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
6764	Withdrawn	
6765	State Highway 1 / Wayby Valley Road / Wayby Station Road intersection	State Highway 1 intersection with Wayby Station Road and Wayby Valley Road, Wellsford
6766	State Highway 16	State Highway 16 from Brigham Creek, Hobsonville to State Highway 1, Wellsford
6768	Road widening	State Highway 16 (Main Road), Kumeu and Huapai
6769	The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)	State Highway 1, Puhoi to Warkworth
6770	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	1 Ascot Road, Mangere
6771	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	2 Ascot Road, Mangere
6772	Road widening	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
6773	To construct, operate and maintain Section 2 (St Johns Road to Meadowbank Train Station) of the Glen Innes to Tamaki Drive proposed shared pedestrian and cycle path.	Pourewa Valley within the area bounded by St Johns Road (St Johns) to the east, Orakei Basin to the west, Whytehead Crescent, Edison Place and John Rymer Place and the Pourewa Creek (Kohimarama) to the north and North Island Main Trunk Line, Purewa Cemetery, Tahapa Crescent and Purewa Road (Meadowbank) to the south.
6774	Withdrawn	
6775	The construction, operation and maintenance of the busway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 – Northern Busway Extension. Adjacent to the east of State Highway 1 from Constellation Bus Station and connection across State Highway 1 to the Albany Bus Station

6776	Shared Use Path – for the construction, operation and maintenance of the Shared Use Path and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 and State Highway 18 Shared Use Path. Adjacent to the east of State Highway 1 from Constellation Bus Station to Oteha Road, adjacent to the north of State Highway 18 from Constellation Drive to Albany Highway, and intermediate linkages to the local network
6777	Weiti Crossing	East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparaoa
6778	Designation for the construction, operation and maintenance of a shared path and associated infrastructure.	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury; from north of the Papakura Interchange through to Otūwairoa (Slippery Creek) Bridge; from north of Bremner Road to the Drury Interchange.
6779	Construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana	Between Warkworth and Te Hana
6780	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Between Great South Road in the north east, State Highway 22 in the west and the area in the vicinity of Sim Road/Cape Hill Road in the south.
6781	To construct, operate, maintain, and improve a vehicle safety centre as part of the operation of the state highway network.	253 Mill Road, Bombay
6782	To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure	Milldale
6783	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Pukekohe East Road and Mill Road between Pukekohe and the Bombay Interchange on Mill Road.
6784	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west
<u>6785</u>	<u>Construction, operation and maintenance of a transport corridor.</u>	<u>Between State Highway 16 near Foster Road and State Highway 16 at Bringham Creek Interchange.</u>

6785 Alternative State Highway

<u>Designation Number</u>	6785
<u>Requiring Authority</u>	New Zealand Transport Agency.
<u>Location</u>	Between State Highway 16 near Foster Road and State Highway 16 at Brigham Creek Interchange.
<u>Lapse Date</u>	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of a transport corridor.

Conditions

Abbreviations and definitions

<u>Acronym/Term</u>	<u>Definition</u>
<u>Activity sensitive to noise</u>	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
<u>AUP</u>	Auckland Unitary Plan
<u>BPO or Best Practicable Option</u>	Has the same meaning as in section 2 of the RMA 1991
<u>CEMP</u>	Construction Environmental Management Plan
<u>Certification of material changes to management plans</u>	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
<u>CMP</u>	Cultural Monitoring Plan
<u>CNVMP</u>	Construction Noise and Vibration Management Plan
<u>CNVMP Schedule or Schedule</u>	A schedule to the CNVMP
<u>Completion of Construction</u>	When construction of the Project (or part of the Project) is complete and it is available for use
<u>Confirmed Biodiversity Areas</u>	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 28.
<u>Construction Works</u>	Activities undertaken to construct the Project excluding Enabling Works
<u>Council</u>	Auckland Council
<u>CTMP</u>	Construction Traffic Management Plan
<u>Educational facility</u>	Facility used for education to secondary level <u>Includes:</u>

	• <u>schools and outdoor education facilities; and</u> • <u>accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above</u> <u>Excludes:</u> • <u>care centres; and</u> • <u>tertiary education facilities</u>
<u>EIANZ Guidelines</u>	<u>Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018</u>
<u>EMP</u>	<u>Ecological Management Plan</u>
<u>Enabling works</u>	<u>Includes, but is not limited to, the following and similar activities:</u> (a) <u>geotechnical investigations (including trial embankments);</u> (b) <u>archaeological site investigations;</u> (c) <u>formation of access for geotechnical investigations;</u> (d) <u>establishment of site yards, site entrances and fencing;</u> (e) <u>constructing and sealing site access roads;</u> (f) <u>demolition or removal of buildings and structures;</u> (g) <u>relocation of services; and</u> (h) <u>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</u>
<u>HHMP</u>	<u>Historic Heritage Management Plan</u>
<u>HNZPT</u>	<u>Heritage New Zealand Pouhere Taonga</u>
<u>HNZPTA</u>	<u>Heritage New Zealand Pouhere Taonga Act 2014</u>
<u>Identified Biodiversity Area</u>	<u>Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines</u>
<u>Manager</u>	<u>The Manager – Resource Consents of the Auckland Council, or authorised delegate</u>
<u>Mana Whenua</u>	<u>Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</u> • <u>Te Kawerau ā Maki</u> • <u>Ngāti Whātua o Kaipara</u> • <u>Te Ākitai Waiohū</u>
<u>Network Utility Operator</u>	<u>Has the same meaning as set out in section 166 of the RMA</u>
<u>NIMP</u>	<u>Network Integration Management Plan</u>
<u>NOR</u>	<u>Notice of Requirement</u>
<u>North West growth area</u>	<u>Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai</u>
<u>NUMP</u>	<u>Network Utilities Management Plan</u>
<u>Outline Plan</u>	<u>An outline plan prepared in accordance with section 176A of the RMA</u>
<u>OSMP</u>	<u>Open Space Management Plan</u>
<u>Project Liaison Person</u>	<u>The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works</u>
<u>Protected Premises and Facilities (PPF)</u>	<u>Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads</u>
<u>Requiring Authority</u>	<u>Has the same meaning as section 166 of the RMA and, for this Designation is New Zealand Transport Agency</u>

<u>RMA</u>	<u>Resource Management Act 1991</u>
<u>SCEMP</u>	<u>Stakeholder Communication and Engagement Management Plan</u>
<u>Stakeholder</u>	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) <u>adjacent owners and occupiers;</u> (b) <u>adjacent business owners and operators;</u> (c) <u>central and local government bodies;</u> (d) <u>community groups;</u> (e) <u>developers;</u> (f) <u>development agencies;</u> (g) <u>educational facilities; and</u> (h) <u>network utility operators</u>
<u>Stage of Work</u>	<u>Any physical works that require the development of an Outline Plan</u>
<u>Start of Construction</u>	<u>The time when Construction Works (excluding Enabling Works) start</u>
<u>Suitably Qualified Person</u>	<u>A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise</u>
<u>TMP</u>	<u>Tree Management Plan</u>
<u>ULDMP</u>	<u>Urban and Landscape Design Management Plan</u>

No.	Condition
<u>General conditions</u>	
<u>1.</u>	<u>Activity in General Accordance with Plans and Information</u> (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
<u>2.</u>	<u>Project Information</u> (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how / where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (vii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
<u>3.</u>	<u>Stakeholder Communication and Engagement</u> (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 3(a)(i) –(ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
<u>4.</u>	<u>Designation Review</u> As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
<u>5.</u>	<u>Lapse</u> In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

No.	Condition
6.	<u>Network Utility Operators and Auckland Council (Section 176 Approval)</u> (a) <u>Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities:</u> (i) <u>operation, maintenance and repair works;</u> (ii) <u>minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility operations or parks operations;</u> (iii) <u>minor works such as new service connections; and</u> (iv) <u>the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility.</u> (b) <u>To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</u>
<u>Pre-construction conditions</u>	
7.	<u>Outline Plan</u> (a) <u>An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</u> (b) <u>Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</u> (c) <u>Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</u> (i) <u>Construction Environmental Management Plan;</u> (ii) <u>Construction Traffic Management Plan;</u> (iii) <u>Construction Noise and Vibration Management Plan;</u> (iv) <u>Network Integration Management Plan;</u> (v) <u>Open Space Management Plan;</u> (vi) <u>Urban and Landscape Design Management Plan;</u> (vii) <u>Historic Heritage Management Plan;</u> (viii) <u>Ecological Management Plan;</u> (ix) <u>Tree Management Plan; and</u> (x) <u>Network Utilities Management Plan.</u>
8.	<u>Network Utilities Integration</u> <u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.</u>

No.	Condition
	<u>Flood Hazard</u> For the purpose of Condition 9: (a) <u>AEP – means Annual Exceedance Probability;</u> (b) <u>Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;</u> (c) <u>Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</u> (d) <u>Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</u> (e) <u>Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</u> (f) <u>Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</u>
<u>9.</u>	<u>Flood Hazard</u> (a) <u>The Project shall be designed to achieve the following flood risk outcomes:</u> (i) <u>no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm;</u> (ii) <u>no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm;</u> (iii) <u>maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; and</u> (iv) <u>no increase of Flood Hazard for the main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event.</u> (v) <u>Where Flood Hazard is:</u> A. <u>velocity x depth greater than or equal to 0.6; or</u> B. <u>depth greater than 0.5m; or</u> C. <u>velocity greater than 2m/s.</u> (b) <u>Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change).</u> (c) <u>Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, confirmation shall be provided that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</u>
<u>10.</u>	<u>Existing property access</u> <u>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.</u>

No.	Condition
11.	<u>Management Plans</u> (a) <u>Any management plan shall:</u> (i) <u>be prepared and implemented in accordance with the relevant management plan condition;</u> (ii) <u>be prepared by a Suitably Qualified Person(s);</u> (iii) <u>include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</u> (iv) <u>summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have:</u> A. <u>been incorporated; and</u> B. <u>where not incorporated, the reasons why.</u> (v) <u>be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</u> (vi) <u>once finalised, uploaded to the Project website or equivalent virtual information source.</u> (b) <u>Any management plan developed in accordance with Condition 11 may:</u> (i) <u>be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation;</u> (ii) <u>except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</u> (c) <u>If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</u> (d) <u>Any material changes to the SCEMP(s) are to be submitted to the Council for information.</u>
12.	<u>Stakeholder Communication and Engagement Management Plan (SCEMP)</u> (a) <u>A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.</u> (b) <u>To achieve the objective, the SCEMP shall include:</u> (i) <u>a list of Stakeholders;</u> (ii) <u>a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</u> (iii) <u>methods to engage with Stakeholders and the owners of properties identified in 12(b)(ii) above;</u> (iv) <u>the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</u> (v) <u>methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</u> (vi) <u>methods and timing to engage with owners and occupiers whose access is directly affected;</u> (vii) <u>methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 12(b)(i) and (ii) above; and</u> (viii) <u>linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</u> (c) <u>Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.</u>

No.	Condition
13.	<u>Network Integration Management Plan (NIMP)</u> (a) <u>At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP).</u> (b) <u>The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the:</u> (i) <u>Project implementation approach and any staging of the Project, including design, management and operational matters; and</u> (ii) <u>Sequencing of the Project with the planned transport network, including design, management and operational matters.</u>
14.	<u>Cultural Advisory Report</u> (a) <u>At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection.</u> (b) <u>To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</u> (i) <u>identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</u> (ii) <u>sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</u> (iii) <u>identifies traditional cultural practices within the area that may be impacted by the Project;</u> (iv) <u>identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</u> (v) <u>taking into account the outcomes of 14(b)(i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP and HHMP, and the CMP referred to in Condition 21;</u> (vi) <u>identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</u> (c) <u>The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable;</u> (d) <u>Conditions 14(b) and (c) will cease to apply if:</u> (i) <u>Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and</u> (ii) <u>Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</u>

No.	Condition
15.	<u>Open Space Management Plan (OSMP)</u> (a) <u>An OSMP shall be prepared for Fred Taylor Park prior to the Start of Construction for a Stage of Work that will impact on Fred Taylor Park.</u> (b) <u>Auckland Council Parks shall be invited to participate in the development of the OSMP at least eighteen (18) months prior to the start of detailed design for a Stage of Work that will impact on Fred Taylor Park.</u> (c) <u>The objective of the OSMP is to minimise, as far as practicable, adverse effects on the recreation amenity of Fred Taylor Park resulting from the Project. To achieve the objective, the OSMP shall include details of:</u> (i) <u>how ongoing access (including walking and cycling) to Fred Taylor Park during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 22);</u> (ii) <u>opportunities to coordinate the forward work programme for Fred Taylor Park, where appropriate, with Auckland Council Parks;</u> (iii) <u>measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park facilities; and</u> (iv) <u>how matters raised by Auckland Council Parks and relevant stakeholders have been incorporated into the OSMP, and where matters have not been incorporated, the reasons why not.</u>
	<u>Urban and Landscape Design Management Plan (ULDMP)</u>
16.	(a) <u>A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to:</u> (i) <u>enable integration of the Project's permanent works into the surrounding landscape and urban, anticipated future urban, or rural context; and</u> (ii) <u>ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment.</u> (b) <u>Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP.</u> (c) <u>Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work</u>

No.	Condition
17.	(a) <u>To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project:</u> (i) <u>is designed to integrate with the adjacent urban, anticipated future urban, or rural context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones (including Fred Taylor Park);</u> (ii) <u>provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</u> (iii) <u>promotes inclusive access (where appropriate);</u> (iv) <u>promotes a sense of personal safety by aligning with best practice guidelines, such as:</u> A. <u>Crime Prevention Through Environmental Design (CPTED) principles;</u> B. <u>Safety in Design (SID) requirements; and</u> C. <u>Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures; and</u> (v) <u>Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable.</u> (b) <u>The ULDMP shall be prepared in general accordance with:</u> (i) <u>Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</u> (ii) <u>NZTA Landscape Guidelines (2018) or any subsequent updated version; and</u> (iii) <u>Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</u>

No.	Condition
18.	The ULDMP(s) shall include: (a) <u>a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</u> (b) <u>developed design concepts, including principles for walking and cycling facilities and public transport; and</u> (c) <u>landscape and urban design details – that cover the following:</u> (i) <u>road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;</u> (ii) <u>roadside elements – such as lighting, fencing, wayfinding and signage;</u> (iii) <u>architectural and landscape treatment of all major structures, including bridges and retaining walls;</u> (iv) <u>architectural and landscape treatment of noise barriers;</u> (v) <u>landscape treatment and planting of permanent stormwater control wetlands and swales;</u> (vi) <u>integration of passenger transport;</u> (vii) <u>pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</u> (viii) <u>historic heritage places with reference to the HHMP (Condition 27); and</u> (ix) <u>re-instatement of construction and site compound areas; and</u> (x) <u>re-instatement of features to be retained such as:</u> A. <u>boundary features;</u> B. <u>landscaping;</u> C. <u>driveways;</u> D. <u>accessways; and</u> E. <u>fences.</u> (d) <u>The ULDMP shall also include the following planting details and maintenance requirements:</u> (i) <u>planting design details including:</u> A. <u>identification of existing trees and vegetation that will be retained with reference to the TMP and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained;</u> B. <u>street trees, shrubs and ground cover suitable for the location;</u> C. <u>treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</u> D. <u>identification of any planting requirements under the Ecological Management Plan (Conditions 29) and TMP (Condition 30); and</u> E. <u>integration of any planting requirements required by conditions of any resource consents for the project;</u> (ii) <u>a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</u> (iii) <u>detailed specifications relating to the following:</u> A. <u>weed control and clearance;</u> B. <u>pest animal management (to support plant establishment);</u> C. <u>ground preparation (top soiling and decompaction);</u> D. <u>mulching; and</u> E. <u>plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species</u>

Specific Outline Plan requirements**Construction conditions**

No.	Condition
19.	Construction Environmental Management Plan (CEMP) (a) <u>A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable.</u> (b) <u>To achieve the objective, the CEMP shall include:</u> (i) <u>the roles and responsibilities of staff and contractors;</u> (ii) <u>details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</u> (iii) <u>the Construction Works programmes and the staging approach, and the proposed hours of work;</u> (iv) <u>details of the proposed construction yards including temporary screening when adjacent to residential zones;</u> (v) <u>details of the proposed construction lighting;</u> (vi) <u>methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</u> (vii) <u>methods for providing for the health and safety of the general public;</u> (viii) <u>measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</u> (ix) <u>procedures for incident management;</u> (x) <u>location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</u> (xi) <u>measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</u> (xii) <u>summary of measures included to respond to matters raised in engagement, if not already covered above;</u> (xiii) <u>procedures for responding to complaints about Construction Works; and</u> (xiv) <u>methods for amending and updating the CEMP as required.</u>
20.	Complaints Register (a) <u>At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</u> (i) <u>the date, time and nature of the complaint;</u> (ii) <u>the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</u> (iii) <u>measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</u> (iv) <u>the outcome of the investigation into the complaint; and</u> (v) <u>any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</u> (b) <u>A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</u>

<u>No.</u>	<u>Condition</u>
<u>21.</u>	<u>Cultural Monitoring Plan (CMP)</u> (a) <u>Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works.</u> (b) <u>To achieve the objective, the CMP shall include:</u> (i) <u>Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</u> (ii) <u>Requirements and protocols for cultural inductions for contractors and subcontractors;</u> (iii) <u>Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</u> (iv) <u>Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</u> (v) <u>Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</u> (c) <u>If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.</u> <u>Advice note:</u> <u>Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</u>

No.	Condition
22.	<u>Construction Traffic Management Plan (CTMP)</u> (a) <u>A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</u> (b) <u>To achieve this objective, the CTMP shall include:</u> (i) <u>methods to manage the effects of temporary traffic management activities on traffic;</u> (ii) <u>measures to ensure the safety of all transport users;</u> (iii) <u>the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;</u> (iv) <u>site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</u> (v) <u>identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists;</u> (vi) <u>methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP;</u> (vii) <u>the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</u> (viii) <u>methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</u> (ix) <u>details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and</u> (x) <u>details of any measures proposed to be implemented in the event of thresholds identified in 22(b)(ix) being exceeded.</u> (c) <u>Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.</u>

No.	Condition																																																									
23.	<u>Construction Noise Standards</u> (a) <u>Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</u>																																																									
	<u>Table 23-1 Construction Noise Standards</u> <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AF}max</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table>	Day of week	Time period	L _{Aeq} (15min)	L _{AF} max	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB
Day of week	Time period	L _{Aeq} (15min)	L _{AF} max																																																							
Occupied activity sensitive to noise																																																										
Weekday	0630h - 0730h	55 dB	75 dB																																																							
	0730h - 1800h	70 dB	85 dB																																																							
	1800h - 2000h	65 dB	80 dB																																																							
	2000h - 0630h	45 dB	75 dB																																																							
Saturday	0630h - 0730h	45 dB	75 dB																																																							
	0730h - 1800h	70 dB	85 dB																																																							
	1800h - 2000h	45 dB	75 dB																																																							
	2000h - 0630h	45 dB	75 dB																																																							
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																							
	0730h - 1800h	55 dB	85 dB																																																							
	1800h - 2000h	45 dB	75 dB																																																							
	2000h - 0630h	45 dB	75 dB																																																							
Other occupied buildings																																																										
All	0730h – 1800h	70 dB																																																								
	1800h – 0730h	75 dB																																																								
	(b) <u>Where compliance with the noise standards set out in Table 23-1 is not practicable, the methodology in Condition 26 shall apply.</u>																																																									

No.	Condition																						
24.	Construction Vibration Standards (a) <u>Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in Table 24-1 as far as practicable.</u> Table 24-1 Construction Vibration Standards <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr><tr><td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2** 50% of Table B2 values</td></tr></table> * <u>Refer to NZTA State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</u> ** <u>BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</u> (b) <u>Where compliance with the vibration standards set out in Table 24-1 is not practicable, the methodology in Condition 26 shall apply.</u> (c) <u>If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.</u> (d) <u>If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.</u>	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values
Receiver	Details	Category A*	Category B*																				
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																				
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv																				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2																				
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values																				

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

No.	Condition
26.	<u>Schedule to a CNVMP</u> (a) <u>A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</u> (i) <u>Construction noise is either predicted or measured to exceed the noise standards in Condition 23</u> (ii) <u>Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 24.</u> (b) <u>The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.</u> (c) <u>To achieve the objective, the Schedule shall include details such as:</u> (i) <u>construction activity location, start and finish times;</u> (ii) <u>the nearest neighbours to the construction activity;</u> (iii) <u>the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 23 and 24 and the predicted duration of the exceedance;</u> (iv) <u>for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</u> (v) <u>the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</u> (vi) <u>a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</u> (vii) <u>location, times and types of monitoring.</u> (d) <u>The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule.</u> (e) <u>Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</u>

No.	Condition
27.	<u>Historic Heritage Management Plan (HHMP)</u> (a) <u>A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</u> (b) <u>To achieve the objective, the HHMP shall identify:</u> (i) <u>any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</u> (ii) <u>methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</u> (iii) <u>known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</u> (iv) <u>any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</u> (v) <u>roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</u> (vi) <u>specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</u> (vii) <u>The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</u> (viii) <u>methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</u> (ix) <u>methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</u> A. <u>security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</u> B. <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u> C. <u>training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14).</u> <u>Advice note:</u> <u>Accidental Discoveries</u> <u>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the NZTA Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</u>

<u>No.</u>	<u>Condition</u>
<u>28.</u>	<u>Pre-Construction Ecological Survey</u> (a) <u>At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by:</u> (i) <u>confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and</u> (ii) <u>confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 3 to these conditions (or subsequent updated version of the table).</u> (b) <u>If the ecological survey confirms the presence of ecological species of value in accordance with Condition 28(a)(i) and that effects are likely in accordance with Condition 28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 29 for these areas (Confirmed Biodiversity Areas).</u>

29.	<u>Ecological Management Plan (EMP)</u> (a) <u>An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 28) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable.</u> (b) <u>To achieve the objective, the EMP shall set out the methods which may include:</u> (i) <u>If an EMP is required in accordance with Condition 28(b) for the presence of long tail bats:</u> A. <u>measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;</u> B. <u>how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</u> C. <u>details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</u> D. <u>details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding, measures to manage the effects of light spill on bat connectivity as far as practicable; and</u> E. <u>where mitigation to minimise effects is not practicable, details of any offsetting proposed.</u> (ii) <u>If an EMP is required in accordance with Condition 28(b) for the presence of threatened or at risk wetland birds:</u> A. <u>how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.</u> B. <u>where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</u> C. <u>undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</u> D. <u>what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</u> a. <u>a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</u> b. <u>monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</u> c. <u>minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;</u> d. <u>adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and</u> e. <u>minimising light spill from construction areas into Wetlands</u>
-----	--

No.	Condition
	(c) <u>The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</u> Advice note: <u>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</u> (i) <u>Stream and/or wetland restoration plans;</u> (ii) <u>Vegetation restoration plans; and</u> (iii) <u>Fauna management plans (eg avifauna, herpetofauna, bats).</u>
30.	<u>Tree Management Plan (TMP)</u> (a) <u>Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.</u> (b) <u>To achieve the objective, the TMP shall:</u> (i) <u>confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and</u> (ii) <u>demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 30(b)(i) above. This may include:</u> A. <u>any opportunities to relocate listed trees where practicable.</u> B. <u>planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 18);</u> C. <u>tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</u> D. <u>methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</u> (iii) <u>demonstrate how the tree management measures (outlined in 30(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</u>
31.	<u>Network Utility Management Plan (NUMP)</u> (a) <u>A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</u> (b) <u>To achieve the objective, the NUMP shall include methods to:</u> (i) <u>provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u> (ii) <u>protect and where necessary, relocate existing network utilities;</u> (iii) <u>manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;</u> (iv) <u>demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u> (c) <u>The NUMP shall include methods (including timing) to protect and where required safely relocate the International Cable.</u> (d) <u>The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</u> (e) <u>Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u> (f) <u>Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u>

	<u>Operational conditions</u>
<u>No.</u>	<u>Condition</u>
<u>32.</u>	<u>Low Noise Road Surface</u> (a) <u>An Open Graded Porous Asphalt (OGPA) pavement or a pavement with a similar or better noise reduction characteristics shall be implemented within 12 months of completion of construction of the Project.</u> (b) <u>The surfacing in (a) above shall be maintained to retain the noise reduction performance as far as practicable.</u>
	<u>Traffic Noise</u> <u>For the purposes of Conditions 33 to 46:</u> (a) <u>Building-Modification Mitigation – has the same meaning as in NZS 6806;</u> (b) <u>Design year has the same meaning as in NZS 6806;</u> (c) <u>Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</u> (d) <u>Habitable Space – has the same meaning as in NZS 6806;</u> (e) <u>Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 4: Identified PPFs Noise Criteria Categories;</u> (f) <u>Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</u> (g) <u>Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);</u> (h) <u>NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</u> (i) <u>P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation</u> (j) <u>Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 4: PPFs Noise Criteria Categories;</u> (k) <u>Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and</u> (l) <u>Structural Mitigation – has the same meaning as in NZS 6806.</u>
<u>33.</u>	<u>The Noise Criteria Categories identified in Schedule 4: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 46 (all traffic noise conditions).</u> <u>The Noise Criteria Categories do not need to be complied with at a PPF where:</u> (a) <u>The PPF no longer exists; or</u> (b) <u>Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</u> <u>Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.</u>
<u>34.</u>	<u>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 4: PPFs Noise Criteria Categories.</u>
<u>35.</u>	<u>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 4 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.</u>
<u>36.</u>	<u>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</u>
<u>37.</u>	<u>Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.</u>

No.	Condition
38.	<u>The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.</u>
39.	<u>Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').</u>
40.	<u>Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within 12 months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.</u>
41.	<u>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 40 above if:</u> <u>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</u> <u>(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</u> <u>(c) The building owner did not agree to entry within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 40 above (including where the owner did not respond within that period); or</u> <u>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</u> <u>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</u>
42.	<u>Subject to Condition 41 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising:</u> <u>(a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and</u> <u>(b) The options available for Building-Modification Mitigation to the building, if required; and</u> <u>(c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.</u>
43.	<u>Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</u>
44.	<u>Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 43 if:</u> <u>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</u> <u>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</u> <u>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or</u> <u>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</u>
45.	<u>Within 12 months of Completion of Construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.</u>

<u>46.</u>	<u>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</u>
-------------------	---

Attachments

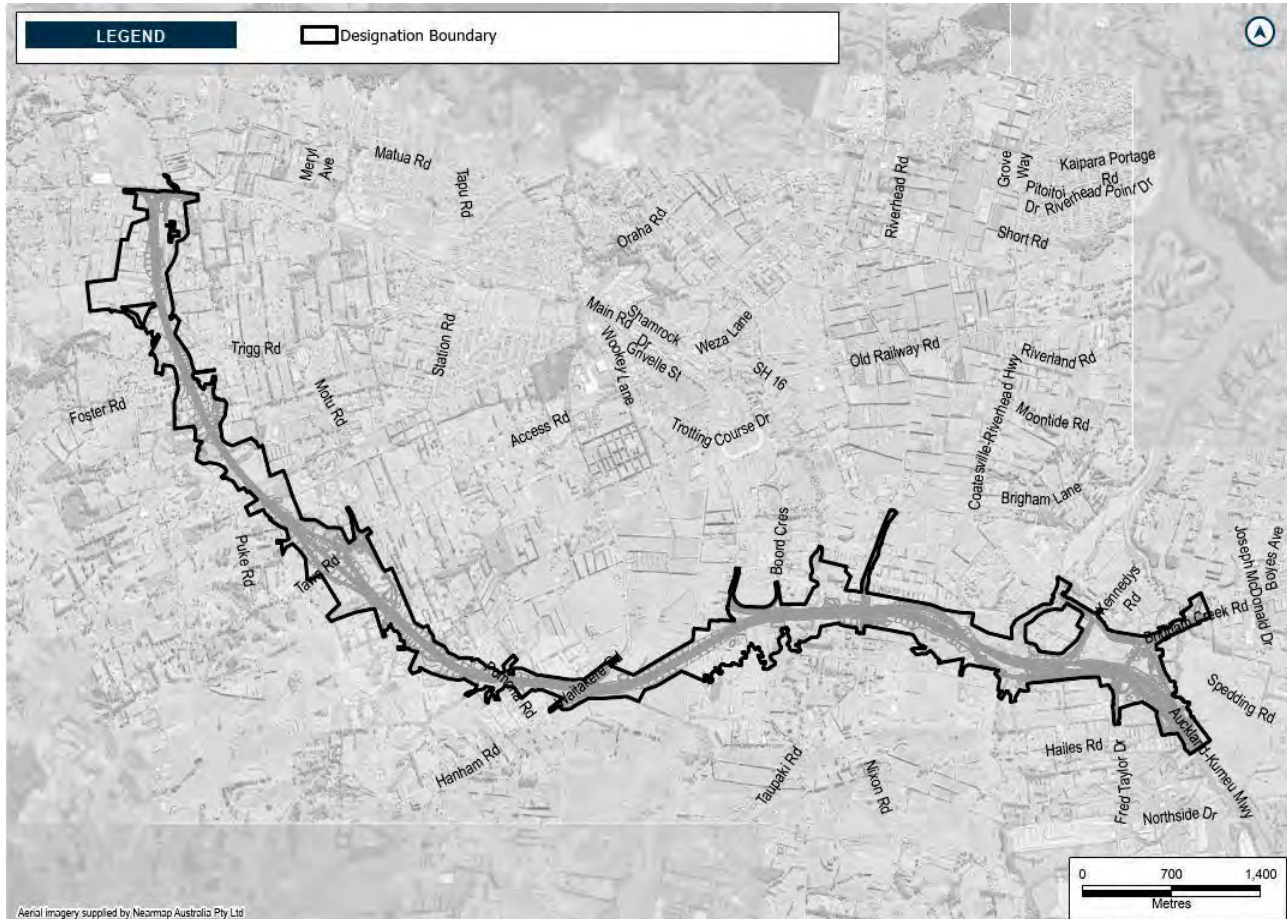
Schedule 1: General Accordance Plans and Information

Project Description

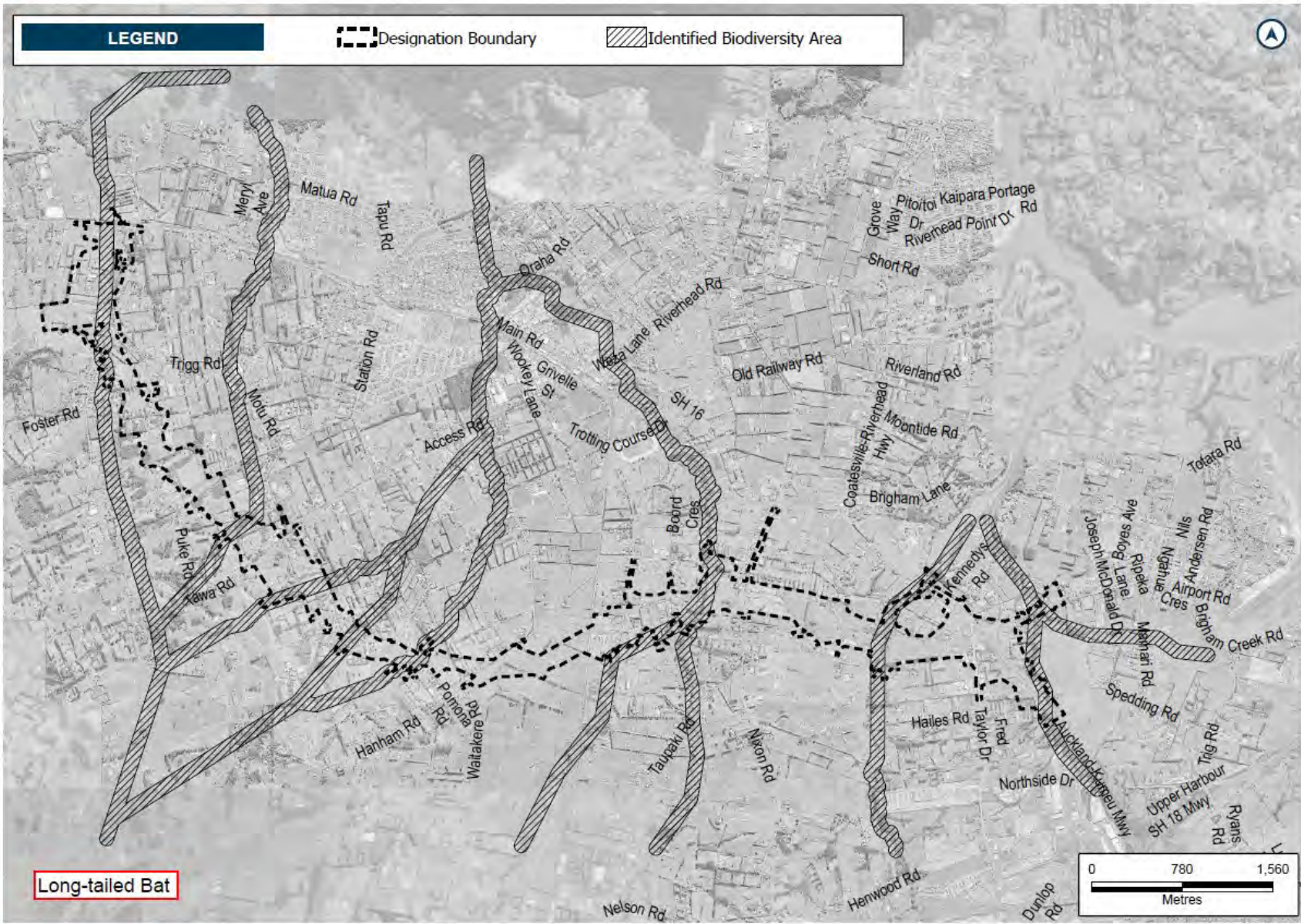
The proposed work is the construction, operation, and maintenance of a state highway in North West Auckland, from State Highway 16 near Foster Road, connecting at Tawa Road, to State Highway 16 at Brigham Creek Interchange, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

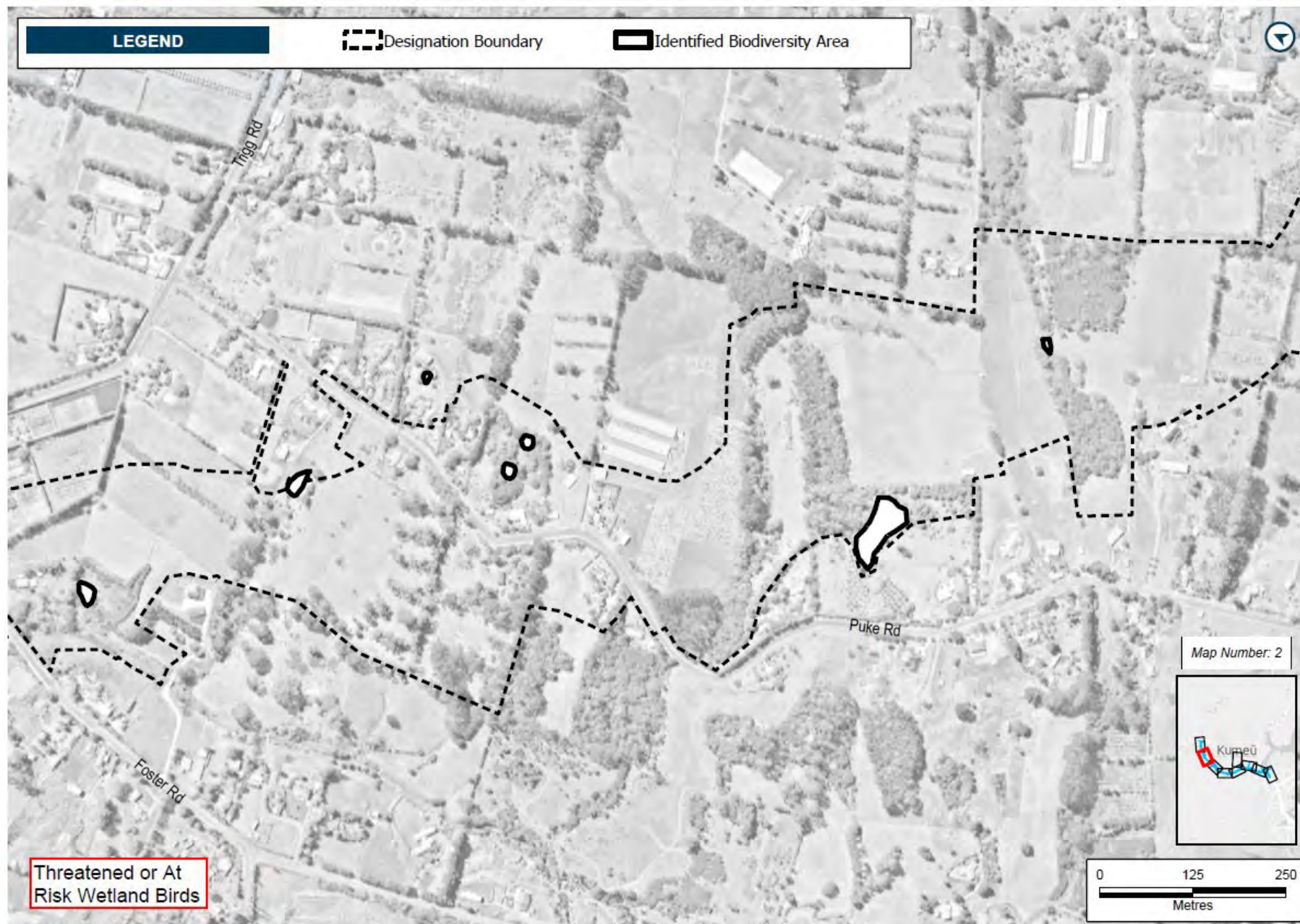
Concept Plan



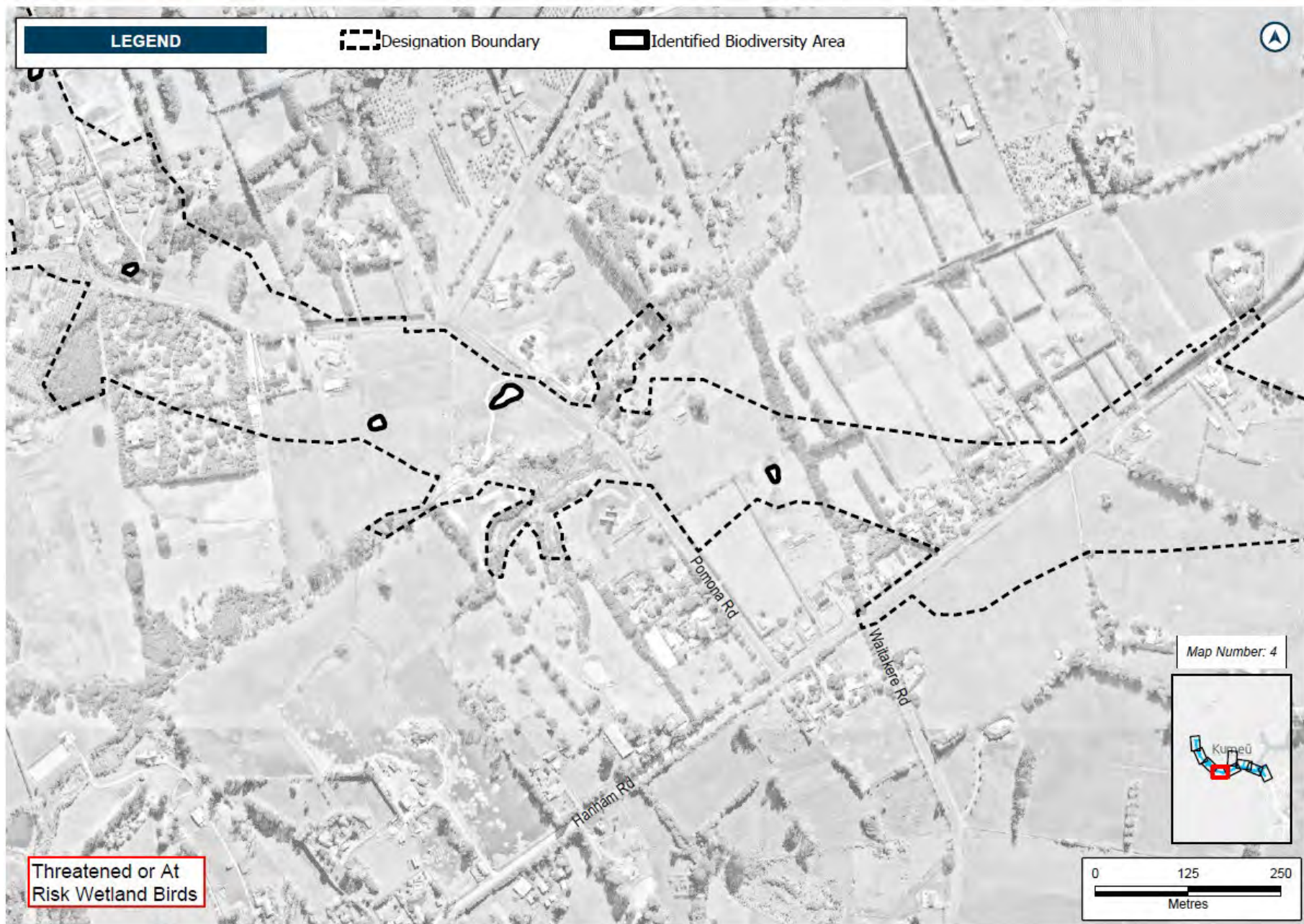
Schedule 2: Identified Biodiversity Areas





















Schedule 3: Table 10 of the 2018 EIANZ Guidelines

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

<u>Ecological Value →</u> <u>Magnitude ↓</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Negligible</u>
<u>Very high</u>	<u>Very high</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>
<u>High</u>	<u>Very high</u>	<u>Very high</u>	<u>Moderate</u>	<u>Low</u>	<u>Very low</u>
<u>Moderate</u>	<u>High</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Very low</u>
<u>Low</u>	<u>Moderate</u>	<u>Low</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>
<u>Negligible</u>	<u>Low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>	<u>Very low</u>
<u>Positive</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>

Schedule 4: Identified PPFs Noise Criteria Categories

<u>Address</u>	<u>New or Altered Road</u>	<u>Noise Criteria Category</u>
<u>2 Brigham Creek Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>4 Brigham Creek Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>6 Brigham Creek Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>15 Brigham Creek Road, Whenuapai, Auckland (2)</u>	<u>Altered Road</u>	<u>A</u>
<u>15 Brigham Creek Road, Whenuapai, Auckland (1)</u>	<u>Altered Road</u>	<u>A</u>
<u>23-27 Brigham Creek Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>107 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>121 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>125 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>127 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>129 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>131 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>133 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>135 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>137 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>139 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>141 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>143 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>172 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>1 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>3 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>5 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>9 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>11 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>13 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>15 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>17 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>19 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>2-6 Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>17A Kennedys Road, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>

<u>Address</u>	<u>New or Altered Road</u>	<u>Noise Criteria Category</u>
<u>392 Matua Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>402 Matua Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>392B Matua Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>150 Motu Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>158 Motu Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>164 Motu Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>171 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>173 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>175 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>177 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>179 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>181 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>218 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>222 State Highway 16, Whenuapai, Auckland</u>	<u>Altered Road</u>	<u>A</u>
<u>677 State Highway 16, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>693 State Highway 16, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>695 State Highway 16, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>726 State Highway 16, Kumeū (2)</u>	<u>Altered Road</u>	<u>A</u>
<u>726 State Highway 16, Kumeū (1)</u>	<u>Altered Road</u>	<u>A</u>
<u>728 State Highway 16, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>761 State Highway 16, Kumeū (2)</u>	<u>Altered Road</u>	<u>A</u>
<u>761 State Highway 16, Kumeū (1)</u>	<u>Altered Road</u>	<u>A</u>
<u>763 State Highway 16, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>59 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>63 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>66 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>73 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>76 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>79 Tawa Road, Kumeū</u>	<u>Altered Road</u>	<u>A</u>
<u>83 Tawa Road, Kumeū (2)</u>	<u>Altered Road</u>	<u>A</u>

<u>Address</u>	<u>New or Altered Road</u>	<u>Noise Criteria Category</u>
<u>83 Tawa Road, Kumeū (1)</u>	<u>Altered Road</u>	<u>A</u>
<u>86 Tawa Road, Kumeū (2)</u>	<u>Altered Road</u>	<u>A</u>
<u>86 Tawa Road, Kumeū (1)</u>	<u>Altered Road</u>	<u>A</u>
<u>186 Boord Crescent, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>4 Dysart Lane, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>81 Foster Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>116 Foster Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>131 Foster Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>196 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>New Road</u>	<u>A</u>
<u>198 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>New Road</u>	<u>A</u>
<u>208 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>New Road</u>	<u>A</u>
<u>210 Fred Taylor Drive, Whenuapai, Auckland</u>	<u>New Road</u>	<u>A</u>
<u>2 Hanham Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>6 Hanham Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>8 Hanham Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>9 Hanham Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>14 Joseph Dunstan Drive, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>28 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>48 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>66 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>90 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>94 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>95 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>96 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>114 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>123 Pomona Road, Kumeū (2)</u>	<u>New Road</u>	<u>B</u>
<u>123 Pomona Road, Kumeū (1)</u>	<u>New Road</u>	<u>A</u>
<u>151 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>191 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>194 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>B</u>

<u>Address</u>	<u>New or Altered Road</u>	<u>Noise Criteria Category</u>
<u>212 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>214 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>218 Pomona Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>18 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>21 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>22 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>27 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>37 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>80 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>104 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>107 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>133 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>139 Puke Road, Kumeū (2)</u>	<u>New Road</u>	<u>B</u>
<u>139 Puke Road, Kumeū (1)</u>	<u>New Road</u>	<u>A</u>
<u>145 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>151 Puke Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>157 Puke Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>284 State Highway 16, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>362 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>364 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>367 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>370 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>374 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>B</u>
<u>375 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>A</u>
<u>377 Taupaki Road, Taupaki</u>	<u>New Road</u>	<u>B</u>
<u>405 Taupaki Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>137 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>141 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>145 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>148 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>A</u>

<u>Address</u>	<u>New or Altered Road</u>	<u>Noise Criteria Category</u>
<u>154 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>155 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>176 Tawa Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>227 Trigg Road, Kumeū (2)</u>	<u>New Road</u>	<u>A</u>
<u>227 Trigg Road, Kumeū (1)</u>	<u>New Road</u>	<u>A</u>
<u>609 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>637 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>646 Waitakere Road, Kumeū (2)</u>	<u>New Road</u>	<u>B</u>
<u>646 Waitakere Road, Kumeū (1)</u>	<u>New Road</u>	<u>B</u>
<u>670 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>679 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>B</u>
<u>682 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>710 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>A</u>
<u>723 Waitakere Road, Kumeū</u>	<u>New Road</u>	<u>A</u>

Attachment C

**New Zealand Transport Agency Designation Schedule and
Designation 6785 Alternative State Highway
(Clean text)**

Designation Schedule - New Zealand Transport Agency

Number	Purpose	Location
6700	Motorway	State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay
6701	Motorway	State Highway 1 from Bombay Road to Mill Road, Bombay
6702	State Highway - declared limited access road	State Highway 1 from Mill Road to south of Beaver Road East (Waikato District Council boundary), Bombay
6703	Road	State Highway 1 at Great South Road on-ramp, Bombay
6704	State Highway - declared limited access road	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6705	Land for road widening - 5m where indicated on Map 100, to a minimum width of 30m of road reserve	State Highway 22 (Karaka Road and Paerata Road) from east of Woodlyn Drive, Karaka to Adams Drive, Pukekohe
6706	Motorway purposes Auckland - Hamilton	State Highway 1 from north of Takanini interchange to south of Quarry Road, Drury
6707	State Highway 22	State Highway 22 (Karaka Road and Great South Road) from east of Woodlyn Road, Karaka to State Highway 1,
6708	South Western Motorway (State Highway 20)	State Highway 20 from (1) east of Great south Road, Manukau City Centre to Cavendish Drive interchange, Wiri and from (2) Massey Road to Walmsley Road, Mangere
6709	South Western Motorway (State Highway 20)	State Highway 20 from (1) Manukau Harbour Crossing to Tararata Creek, Mangere and from (2) Massey Road, Mangere to Cavendish Drive interchange, Wiri
6710	Manukau Harbour Crossing	Waterfront Road Reserve, Coronation Road, Rimu Road and Mahunga Drive, Mangere
6712	Airport Motorway (State Highway 20A)	State Highway 20A from Bader Drive to south of Kirkbride Road, Mangere
6713	George Bolt Memorial Drive	State Highway 20A (George Bolt Memorial Drive) from Kirkbride Road to Auckland International Airport,
6714	Southern Motorway (State Highway 1)	State Highway 1 from north of Highbrook Drive, Otara to south of Great South Road, Takanini
6715	Southern Motorway widening East Tamaki Road	State Highway 1 at East Tamaki Road interchange, Otara
6716	South Western Motorway - State Highway 20 (connection to State Highway 1)	State Highway 20 from Great South Road, Manukau City Centre to Cavendish Drive interchange, Wiri
6717	State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui and SH20/20B Interchange to Manukau Memorial Gardens

6718	Motorway	State Highway 1 from (1) Auckland Harbour Bridge, Westhaven to Fanshawe Street, Freemans Bay and from (2) Grafton Road, Grafton to Tamaki River, Otahuhu, and State Highway 16 from (3) Newton Road, Eden Terrace to Whau River bridge, Avondale and State Highway 20 from (4) Hillsborough Road, Hillsborough to Manukau Harbour Crossing, Onehunga
6719	Motorway - Shelley Beach Road priority lane	State Highway 1 at Shelly Beach Road, Westhaven
6720	Motorway - Newmarket Viaduct improvement project	State Highway 1 from Gillies Avenue to St Marks Road off-ramp, Newmarket
6721	Motorway - Victoria Park tunnel project	State Highway 1 from Victoria Park, Auckland Central to Shelley Beach Road off-ramp, Westhaven
6722	To alter designation A07-01, SH16, causeway and Rosebank Peninsula	State Highway 16 from the causeway to north of Patiki Road on-ramp, Avondale
6723	To alter designation A07-01, SH16, between Great North Road and St Lukes Interchange ...	State Highway 16 from Great North Road, Avondale to St Lukes Road, Western Springs
6724	The designation provides for the construction, and subsequent operation, maintenance and minor improvement of the motorway	State Highway 16 in the vicinity of (1) Patiki Road, Avondale and (2) Rosebank Road, Avondale
6725	Construction of a public road to provide access to properties at the northern end of Patiki Road	State Highway 16 on Patiki Road, Avondale
6726	For a new designation, SH16, SH20 and Great North underpass – NOR4. A new surface designation for ...	State Highway 20 from Great North Road (in the vicinity of Alverston Street) to the northern portal (vicinity of Great North Road interchange), Waterview
6727	12.2 metre height restriction affecting land within 76.2 meters of the centre line of the Newmarket Viaduct	Vicinity of Newmarket Viaduct (State Highway 1), Newmarket
6728	For a new designation, SH20 tunnels, Great North Road underpass to Alan Wood Reserve ...	State Highway 20 from Alan Wood Reserve, Mt Roskill to Great North Road, Waterview
6729	Proposed motorway; proposed motorway and railway; proposed road, Hayr Road to Richardson Road ...	State Highway 20 from Hillsborough Road, Hillborough to Maioro Street, Mt Roskill
6730	For new designation, SH20, southern tunnel portal to Maioro Street interchange	State Highway 20 from Maioro Street to Alan Wood Reserve, Mt Roskill
6731	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillsborough to Ernie Pinches Street, Mt Roskill Hillsborough Road
6732	The designation is for the following work: ...	State Highway 20 from Queenstown Road, Hillborough to Maioro Street, Mt Roskill
6733	The designation is for the following work: ...	State Highway 20 in the vicinity of Earnie Pinches Street, My Roskill

6734	Otahuhu Southern Motorway	State Highway 1 at Otahuhu interchange, Otahuhu
6735	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 from Wellington Street to Victoria Park, Auckland Central
6736	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance ...	State Highway 1 and 16 from Grafton Road, Grafton to Wellington Street, Auckland Central and State Highway 16 from Parnell Rise to Newton Road, Auckland Central
6738	Alteration to designation NZTA1, SH16, between Whau River and Henderson Creek ...	State Highway 16 from Whau Creek to Henderson Creek, Te Atatu
6740	N/A	State Highway 16 from north end of Fred Taylor Drive to Brighams Creek, Whenuapai
6741	N/A	State Highways 16 from Westgate interchange, Westgate to Brigham Creek Road intersection, Whenuapai and State Highway 18 from Westgate interchange, Westgate to Greenhithe Bridge, Hobsonville
6742	Refer NOR-2010-1559	State Highway 16 from Henderson Creek, Henderson to Huruhuru Road Bridge, Massey
6743	Refer NOR-2010-1136	State Highway 16 from west of Huruhuru Road bridge, Massey to Westgate interchange, Westgate
6744	N/A	State Highway 16 south of Westgate interchange, Westgate
6747	Motorway administration and maintenance	28 Sulphur Beach Road, Northcote
6748	Auckland Harbour Bridge works depot and anchorage	9 Princes Street, Northcote Point
6749	Auckland Harbour Bridge works depot and anchorage	Queen Street (Pt Allotment 68 TTN of Woodside) , Northcote Point
6750	Auckland-Waiwera Motorway (State Highway 1), including planning, design, supervision, construction and maintenance ...	State Highway 1 from Auckland Harbour Bridge, Northcote to Greville Road interchange, Albany
6751	Proposed Motorway (Auckland/Waiwera Motorway State Highway 1), including planning, design, supervision, construction	State Highway 1 from Greville Road interchange, Albany to Lonely Track Road, Albany
6753	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 from Constellation Drive interchange (State Highway 1) to west of Paul Matthews Road, Rosedale
6756	State Highway 18 - the control, management and improvement of the State Highway ...	State Highway 18 (Upper Harbour Highway) from west of Paul Matthews Road, Rosedale to Upper Harbour Bridge, Greenhithe
6757	The North Shore Busway ...	North Shore Busway from south of Onewa Road interchange, Onewa to Constellation Drive interchange,
6758	Constellation Drive Station ...	Corner Constellation Drive interchange and State Highway 1, Rosedale

6759	Motorway	State Highway 1, Silverdale interchange, Silverdale
6760	Motorway	State Highway 1 from Lonely Track Road, Redvale to Silverdale interchange, Silverdale
6761	Motorway and limited access highway and associated interchange	State Highway 1 from Bankside Road, Silverdale to Titfords Bridge, Puhoi
6762	Withdrawn	
6763	State Highway 1	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
6764	Withdrawn	
6765	State Highway 1 / Wayby Valley Road / Wayby Station Road intersection	State Highway 1 intersection with Wayby Station Road and Wayby Valley Road, Wellsford
6766	State Highway 16	State Highway 16 from Brigham Creek, Hobsonville to State Highway 1, Wellsford
6768	Road widening	State Highway 16 (Main Road), Kumeu and Huapai
6769	The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)	State Highway 1, Puhoi to Warkworth
6770	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	1 Ascot Road, Mangere
6771	Construction, operation and maintenance of a component of the State Highway 20A Airport Project	2 Ascot Road, Mangere
6772	Road widening	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
6773	To construct, operate and maintain Section 2 (St Johns Road to Meadowbank Train Station) of the Glen Innes to Tamaki Drive proposed shared pedestrian and cycle path.	Pourewa Valley within the area bounded by St Johns Road (St Johns) to the east, Orakei Basin to the west, Whytehead Crescent, Edison Place and John Rymer Place and the Pourewa Creek (Kohimarama) to the north and North Island Main Trunk Line, Purewa Cemetery, Tahapa Crescent and Purewa Road (Meadowbank) to the south.
6774	Withdrawn	
6775	The construction, operation and maintenance of the busway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 – Northern Busway Extension. Adjacent to the east of State Highway 1 from Constellation Bus Station and connection across State Highway 1 to the Albany Bus Station

6776	Shared Use Path – for the construction, operation and maintenance of the Shared Use Path and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.	State Highway 1 and State Highway 18 Shared Use Path. Adjacent to the east of State Highway 1 from Constellation Bus Station to Oteha Road, adjacent to the north of State Highway 18 from Constellation Drive to Albany Highway, and intermediate linkages to the local network
6777	Weiti Crossing	East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparaoa
6778	Designation for the construction, operation and maintenance of a shared path and associated infrastructure.	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury; from north of the Papakura Interchange through to Otūwairoa (Slippery Creek) Bridge; from north of Bremner Road to the Drury Interchange.
6779	Construction, operation and maintenance of a new state highway and associated activities between Warkworth and north of Te Hana	Between Warkworth and Te Hana
6780	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Between Great South Road in the north east, State Highway 22 in the west and the area in the vicinity of Sim Road/Cape Hill Road in the south.
6781	To construct, operate, maintain, and improve a vehicle safety centre as part of the operation of the state highway network.	253 Mill Road, Bombay
6782	To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure	Milldale
6783	The construction, operation, maintenance and improvement of a state highway, cycleway and / or shared path, and associated infrastructure.	Pukekohe East Road and Mill Road between Pukekohe and the Bombay Interchange on Mill Road.
6784	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west
6785	Construction, operation and maintenance of a transport corridor.	Between State Highway 16 near Foster Road and State Highway 16 at Brigham Creek Interchange.

6785 Alternative State Highway

Designation Number	6785
Requiring Authority	New Zealand Transport Agency.
Location	Between State Highway 16 near Foster Road and State Highway 16 at Brigham Creek Interchange.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of a transport corridor.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 28.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Educational facility	Facility used for education to secondary level Includes:

	- schools and outdoor education facilities; and - accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above Excludes: - care centres; and - tertiary education facilities
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: - Te Kawerau ā Maki - Ngāti Whātua o Kaipara - Te Ākitai Waiohū
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
OSMP	Open Space Management Plan
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is New Zealand Transport Agency

RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 3, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) network utility operators
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

No.	Condition
General conditions	
1.	Activity in General Accordance with Plans and Information (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1 (b) Where there is inconsistency between: (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. (b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how / where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA; and (vii) how/where to access noise modelling contours to inform development adjacent to the designation. (c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
3.	Stakeholder Communication and Engagement (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in 3(a)(i) –(ii) above. (b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.
4.	Designation Review As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

No.	Condition
6.	Network Utility Operators and Auckland Council (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility operations or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction conditions	
7.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Open Space Management Plan; (vi) Urban and Landscape Design Management Plan; (vii) Historic Heritage Management Plan; (viii) Ecological Management Plan; (ix) Tree Management Plan; and (x) Network Utilities Management Plan.
8.	Network Utilities Integration The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.

No.	Condition
	Flood Hazard For the purpose of Condition 9: (a) AEP – means Annual Exceedance Probability; (b) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (d) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (e) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (f) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
9.	Flood Hazard (a) The Project shall be designed to achieve the following flood risk outcomes: (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; and (iv) no increase of Flood Hazard for the main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. (v) Where Flood Hazard is: A. velocity x depth greater than or equal to 0.6; or B. depth greater than 0.5m; or C. velocity greater than 2m/s. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, confirmation shall be provided that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
10.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.

No.	Condition
11.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 11 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (iii) methods to engage with Stakeholders and the owners of properties identified in 12(b)(ii) above; (iv) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.

No.	Condition
13.	Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: (i) Project implementation approach and any staging of the Project, including design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including design, management and operational matters.
14.	Cultural Advisory Report (a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the Project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) taking into account the outcomes of 14(b)(i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP and HHMP, and the CMP referred to in Condition 21; (vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; (d) Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

No.	Condition
15.	Open Space Management Plan (OSMP) (a) An OSMP shall be prepared for Fred Taylor Park prior to the Start of Construction for a Stage of Work that will impact on Fred Taylor Park. (b) Auckland Council Parks shall be invited to participate in the development of the OSMP at least eighteen (18) months prior to the start of detailed design for a Stage of Work that will impact on Fred Taylor Park. (c) The objective of the OSMP is to minimise, as far as practicable, adverse effects on the recreation amenity of Fred Taylor Park resulting from the Project. To achieve the objective, the OSMP shall include details of: (i) how ongoing access (including walking and cycling) to Fred Taylor Park during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 22); (ii) opportunities to coordinate the forward work programme for Fred Taylor Park, where appropriate, with Auckland Council Parks; (iii) measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park facilities; and (iv) how matters raised by Auckland Council Parks and relevant stakeholders have been incorporated into the OSMP, and where matters have not been incorporated, the reasons why not.
	Urban and Landscape Design Management Plan (ULDMP)
16.	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban, anticipated future urban, or rural context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP. (c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work

No.	Condition
17.	(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban, anticipated future urban, or rural context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones (including Fred Taylor Park); (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures; and (v) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. (b) The ULDMP shall be prepared in general accordance with: (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) NZTA Landscape Guidelines (2018) or any subsequent updated version; and (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.

No.	Condition
18.	The ULDMP(s) shall include: (a) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities and public transport; and (c) landscape and urban design details – that cover the following: (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters, shaped to a natural profile where practicable and appropriate to the surrounding context, and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; (ii) roadside elements – such as lighting, fencing, wayfinding and signage; (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls; (iv) architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales; (vi) integration of passenger transport; (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 27); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the TMP and Ecological Management Plan. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for the location; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. identification of any planting requirements under the Ecological Management Plan (Conditions 29) and TMP (Condition 30); and E. integration of any planting requirements required by conditions of any resource consents for the project; (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species

Specific Outline Plan requirements	
Construction conditions	
No.	Condition
19.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (b) To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential zones; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
20.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

No.	Condition
21.	Cultural Monitoring Plan (CMP) (a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. (b) To achieve the objective, the CMP shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
	Advice note: Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

No.	Condition
22.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (b) To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport services, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 22(b)(ix) being exceeded. (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.

No.	Condition																																																										
23.	Construction Noise Standards (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: Table 23-1 Construction Noise Standards <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_AF_{max}</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table> (b) Where compliance with the noise standards set out in Table 23-1 is not practicable, the methodology in Condition 26 shall apply.	Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									

No.	Condition																						
24.	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in Table 24-1 as far as practicable. Table 24-1 Construction Vibration Standards <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr><tr><td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2** 50% of Table B2 values</td></tr></table> * Refer to NZTA State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria ** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration' (b) Where compliance with the vibration standards set out in Table 24-1 is not practicable, the methodology in Condition 26 shall apply. (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities. (d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values
Receiver	Details	Category A*	Category B*																				
Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																				
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv																				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2																				
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values																				

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

No.	Condition
26.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 23 (ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 24. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 23 and 24 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

No.	Condition
27.	Historic Heritage Management Plan (HHMP) (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (b) To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through Condition 14 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14). Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the NZTA Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.

No.	Condition
28.	Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by: (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effect to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 3 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 28(a)(i) and that effects are likely in accordance with Condition 28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 29 for these areas (Confirmed Biodiversity Areas).

29.	Ecological Management Plan (EMP) (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 28) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 28(b) for the presence of long tail bats: A. measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding, measures to manage the effects of light spill on bat connectivity as far as practicable; and E. where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 28(b) for the presence of threatened or at risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. B. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: a. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; c. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person; d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and e. minimising light spill from construction areas into Wetlands
-----	---

No.	Condition
	(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project. Advice note: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (eg avifauna, herpetofauna, bats).
30.	Tree Management Plan (TMP) (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (b) To achieve the objective, the TMP shall: (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 30(b)(i) above. This may include: A. any opportunities to relocate listed trees where practicable. B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 18); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 30(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
31.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) protect and where necessary, relocate existing network utilities; (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall include methods (including timing) to protect and where required safely relocate the International Cable. (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

	Operational conditions
No.	Condition
32.	Low Noise Road Surface (a) An Open Graded Porous Asphalt (OGPA) pavement or a pavement with a similar or better noise reduction characteristics shall be implemented within 12 months of completion of construction of the Project. (b) The surfacing in (a) above shall be maintained to retain the noise reduction performance as far as practicable.
	Traffic Noise For the purposes of Conditions 33 to 46: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 4: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 4: PPFs Noise Criteria Categories; (k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (l) Structural Mitigation – has the same meaning as in NZS 6806.
33.	The Noise Criteria Categories identified in Schedule 4: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 46 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 4: PPFs Noise Criteria Categories.
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 4 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.

No.	Condition
38.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
39.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
40.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within 12 months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
41.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 40 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 40 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
42.	Subject to Condition 41 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
43.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
44.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 43 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
45.	Within 12 months of Completion of Construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.

46.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
------------	--

Attachments

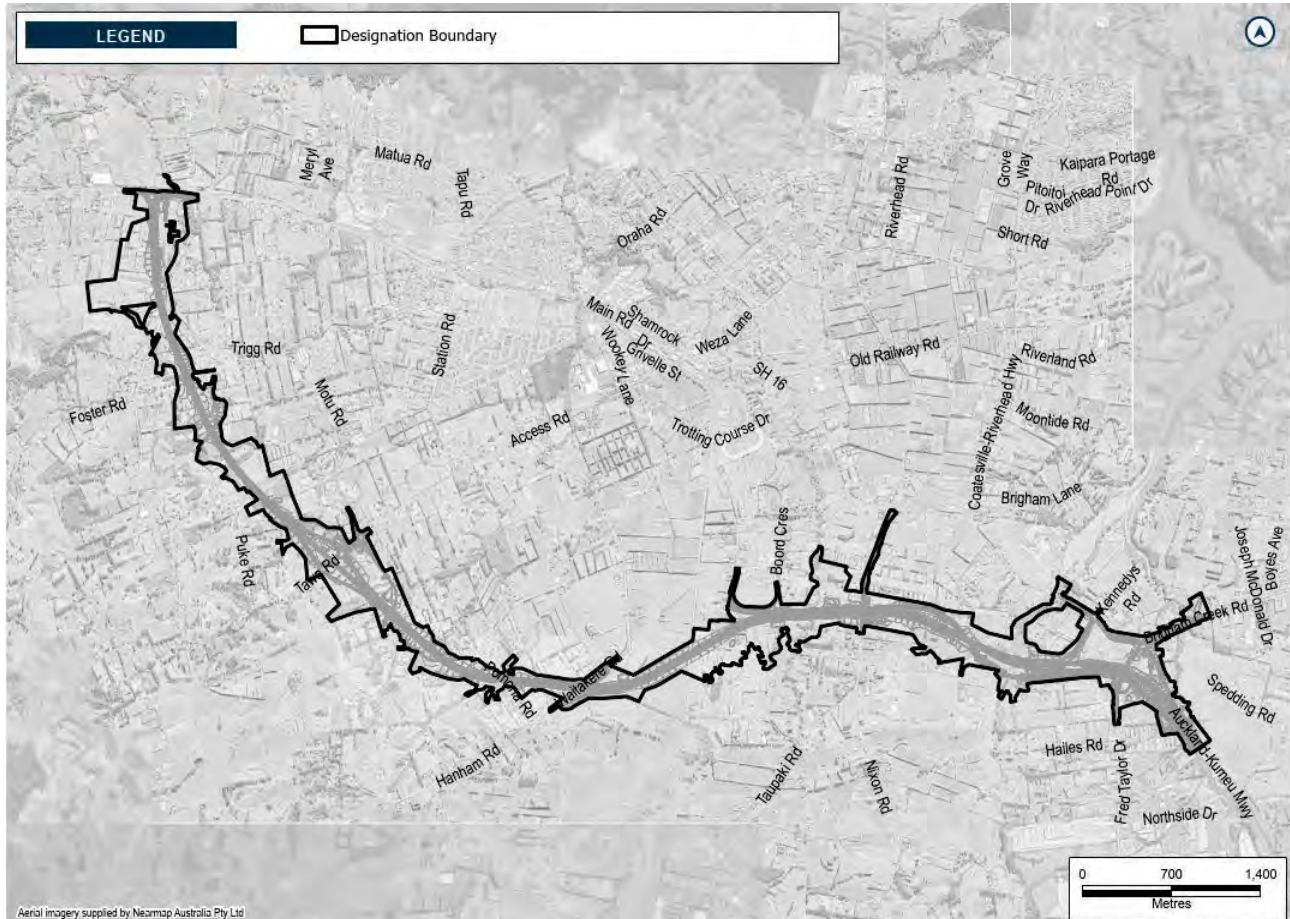
Schedule 1: General Accordance Plans and Information

Project Description

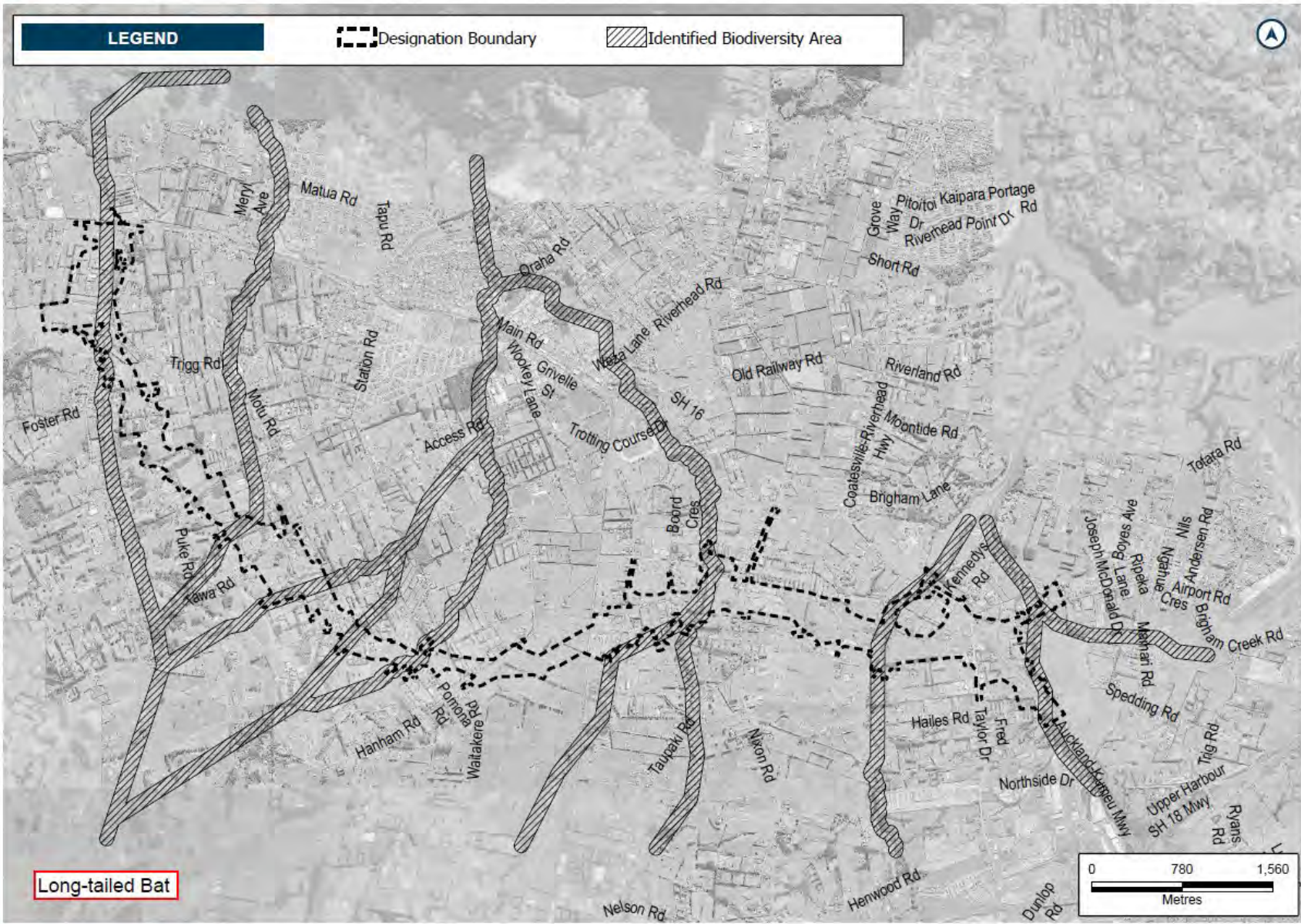
The proposed work is the construction, operation, and maintenance of a state highway in North West Auckland, from State Highway 16 near Foster Road, connecting at Tawa Road, to State Highway 16 at Brigham Creek Interchange, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, interchanges, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

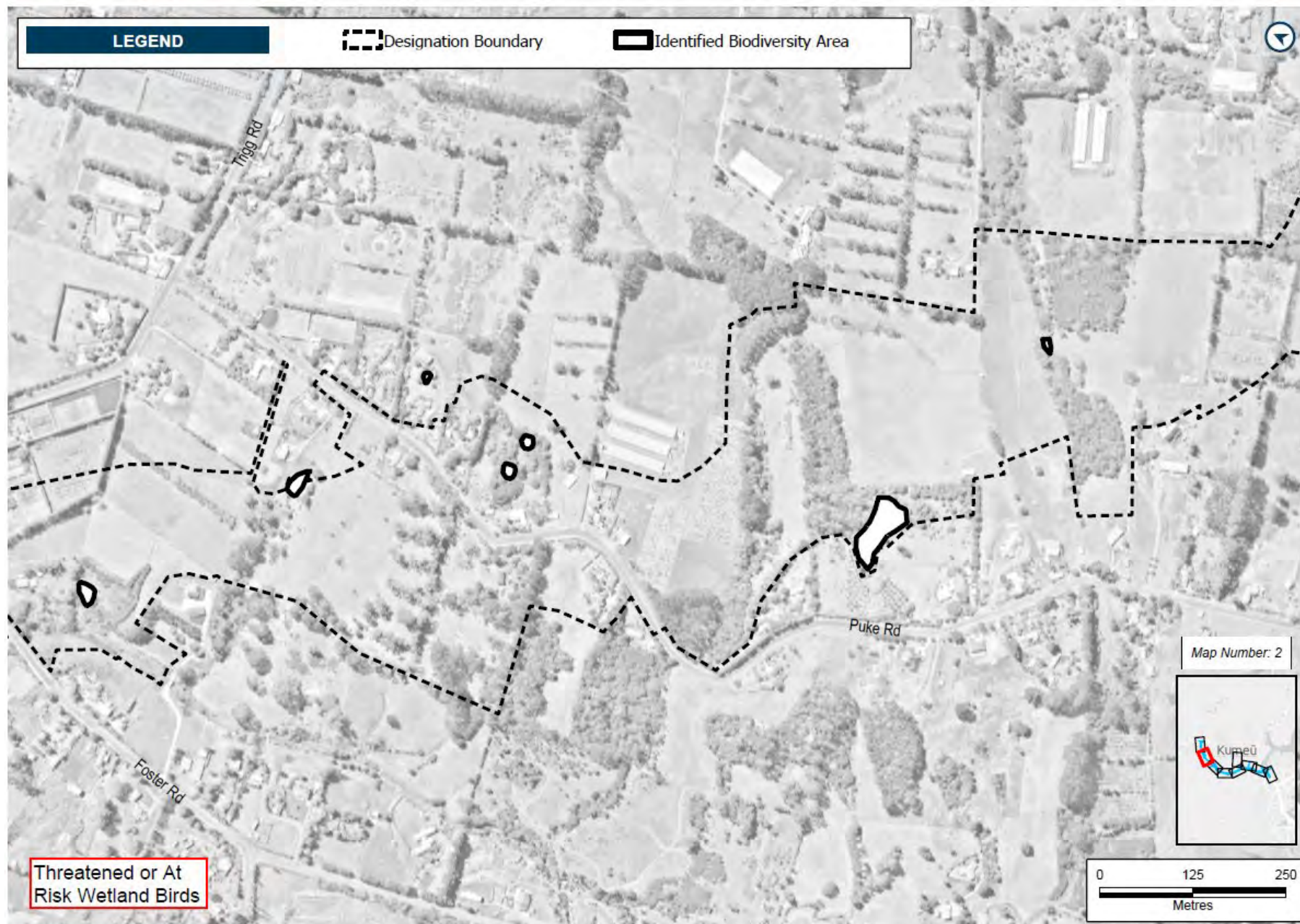
Concept Plan



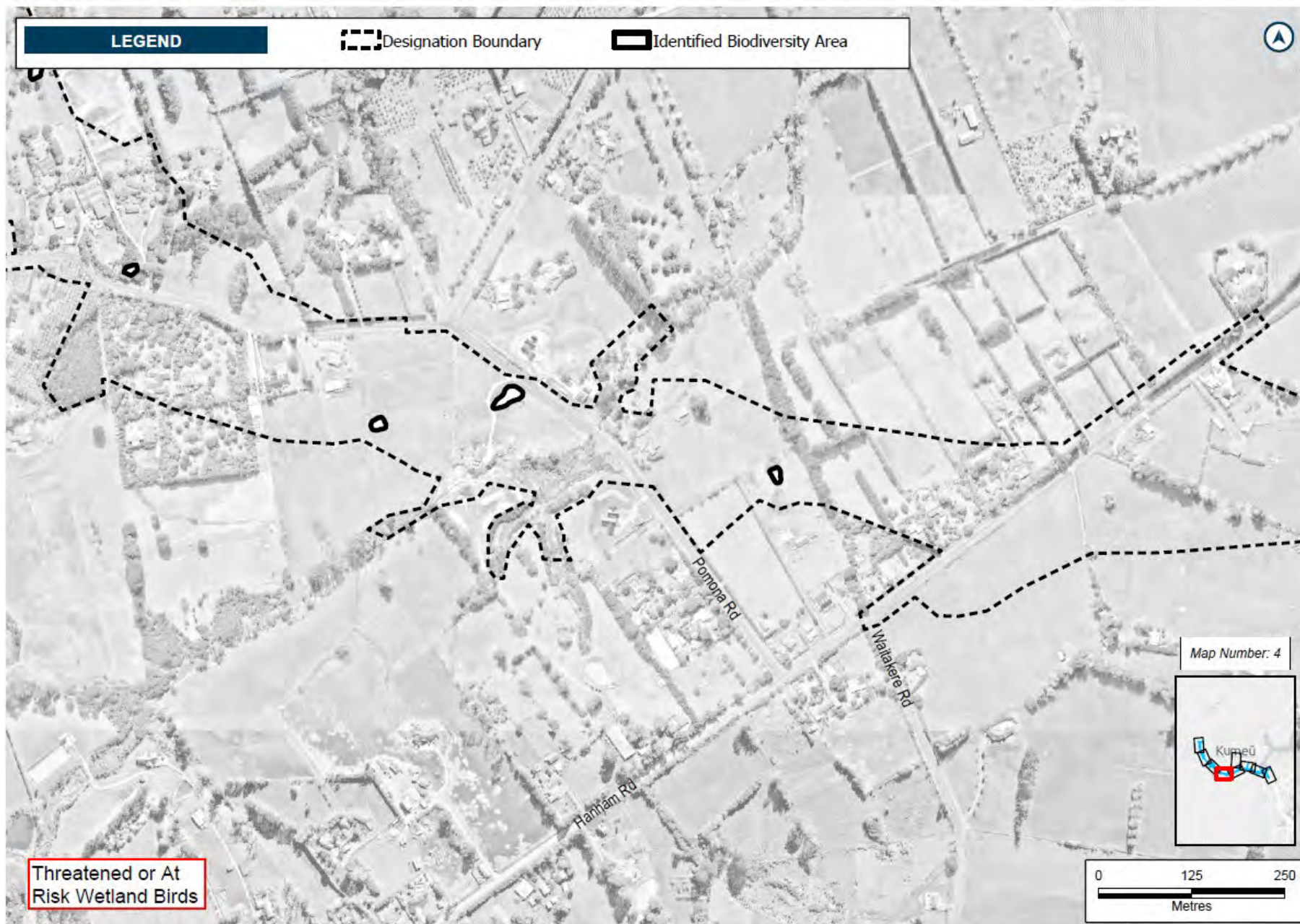
Schedule 2: Identified Biodiversity Areas





















Schedule 3: Table 10 of the 2018 EIANZ Guidelines

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

Ecological Value → Magnitude ↓	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 4: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
2 Brigham Creek Road, Whenuapai, Auckland	Altered Road	A
4 Brigham Creek Road, Whenuapai, Auckland	Altered Road	A
6 Brigham Creek Road, Whenuapai, Auckland	Altered Road	A
15 Brigham Creek Road, Whenuapai, Auckland (2)	Altered Road	A
15 Brigham Creek Road, Whenuapai, Auckland (1)	Altered Road	A
23-27 Brigham Creek Road, Whenuapai, Auckland	Altered Road	A
107 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
121 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
125 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
127 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
129 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
131 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
133 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
135 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
137 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
139 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
141 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
143 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
172 Fred Taylor Drive, Whenuapai, Auckland	Altered Road	A
1 Kennedys Road, Whenuapai, Auckland	Altered Road	A
3 Kennedys Road, Whenuapai, Auckland	Altered Road	A
5 Kennedys Road, Whenuapai, Auckland	Altered Road	A
9 Kennedys Road, Whenuapai, Auckland	Altered Road	A
11 Kennedys Road, Whenuapai, Auckland	Altered Road	A
13 Kennedys Road, Whenuapai, Auckland	Altered Road	A
15 Kennedys Road, Whenuapai, Auckland	Altered Road	A
17 Kennedys Road, Whenuapai, Auckland	Altered Road	A
19 Kennedys Road, Whenuapai, Auckland	Altered Road	A
2-6 Kennedys Road, Whenuapai, Auckland	Altered Road	A
17A Kennedys Road, Whenuapai, Auckland	Altered Road	A

Address	New or Altered Road	Noise Criteria Category
392 Matua Road, Kumeū	Altered Road	A
402 Matua Road, Kumeū	Altered Road	A
392B Matua Road, Kumeū	Altered Road	A
150 Motu Road, Kumeū	Altered Road	A
158 Motu Road, Kumeū	Altered Road	A
164 Motu Road, Kumeū	Altered Road	A
171 State Highway 16, Whenuapai, Auckland	Altered Road	A
173 State Highway 16, Whenuapai, Auckland	Altered Road	A
175 State Highway 16, Whenuapai, Auckland	Altered Road	A
177 State Highway 16, Whenuapai, Auckland	Altered Road	A
179 State Highway 16, Whenuapai, Auckland	Altered Road	A
181 State Highway 16, Whenuapai, Auckland	Altered Road	A
218 State Highway 16, Whenuapai, Auckland	Altered Road	A
222 State Highway 16, Whenuapai, Auckland	Altered Road	A
677 State Highway 16, Kumeū	Altered Road	A
693 State Highway 16, Kumeū	Altered Road	A
695 State Highway 16, Kumeū	Altered Road	A
726 State Highway 16, Kumeū (2)	Altered Road	A
726 State Highway 16, Kumeū (1)	Altered Road	A
728 State Highway 16, Kumeū	Altered Road	A
761 State Highway 16, Kumeū (2)	Altered Road	A
761 State Highway 16, Kumeū (1)	Altered Road	A
763 State Highway 16, Kumeū	Altered Road	A
59 Tawa Road, Kumeū	Altered Road	A
63 Tawa Road, Kumeū	Altered Road	A
66 Tawa Road, Kumeū	Altered Road	A
73 Tawa Road, Kumeū	Altered Road	A
76 Tawa Road, Kumeū	Altered Road	A
79 Tawa Road, Kumeū	Altered Road	A
83 Tawa Road, Kumeū (2)	Altered Road	A

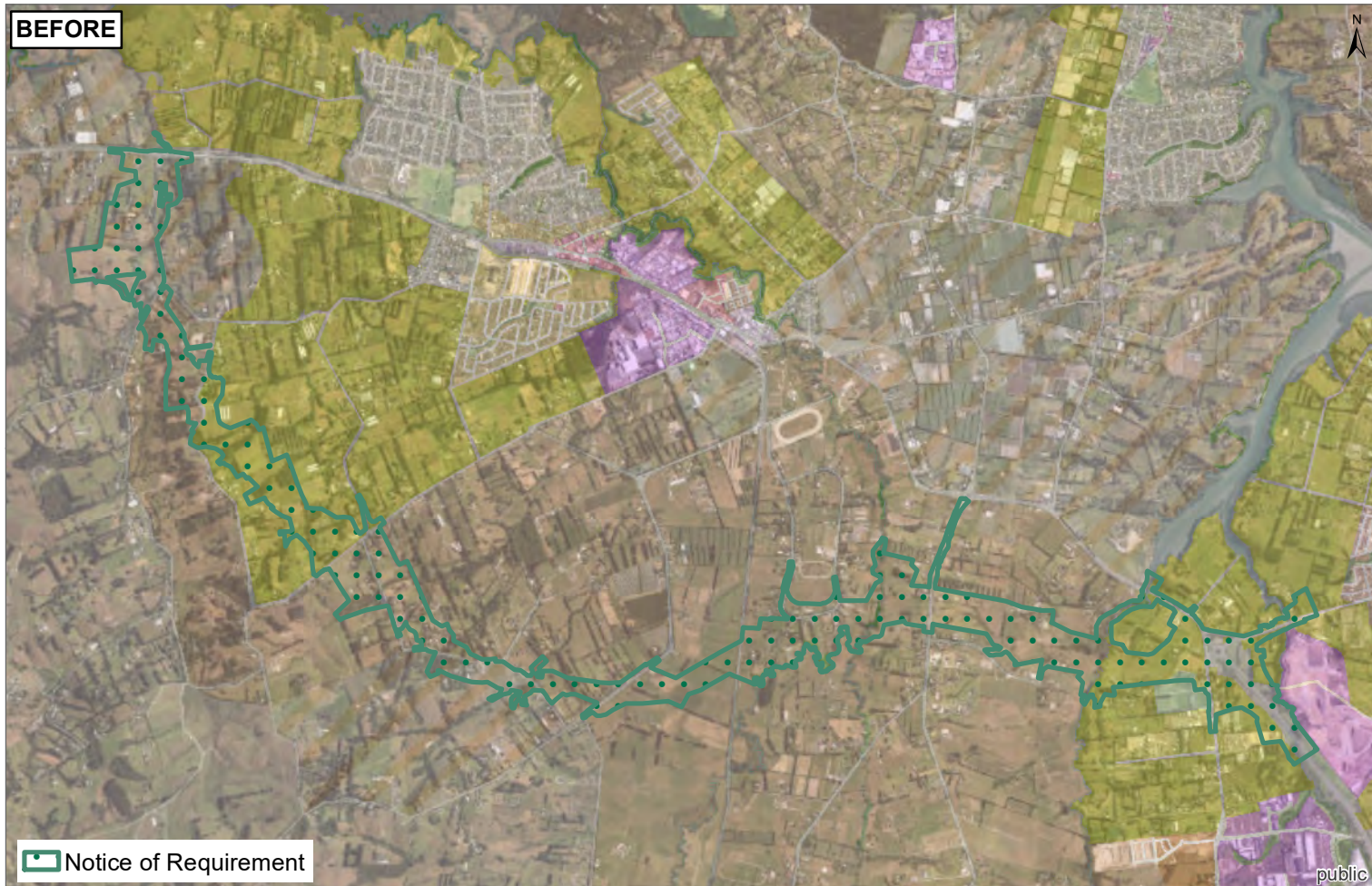
Address	New or Altered Road	Noise Criteria Category
83 Tawa Road, Kumeū (1)	Altered Road	A
86 Tawa Road, Kumeū (2)	Altered Road	A
86 Tawa Road, Kumeū (1)	Altered Road	A
186 Boord Crescent, Kumeū	New Road	B
4 Dysart Lane, Kumeū	New Road	A
81 Foster Road, Kumeū	New Road	A
116 Foster Road, Kumeū	New Road	A
131 Foster Road, Kumeū	New Road	A
196 Fred Taylor Drive, Whenuapai, Auckland	New Road	A
198 Fred Taylor Drive, Whenuapai, Auckland	New Road	A
208 Fred Taylor Drive, Whenuapai, Auckland	New Road	A
210 Fred Taylor Drive, Whenuapai, Auckland	New Road	A
2 Hanham Road, Kumeū	New Road	A
6 Hanham Road, Kumeū	New Road	A
8 Hanham Road, Kumeū	New Road	A
9 Hanham Road, Kumeū	New Road	A
14 Joseph Dunstan Drive, Taupaki	New Road	A
28 Pomona Road, Kumeū	New Road	B
48 Pomona Road, Kumeū	New Road	A
66 Pomona Road, Kumeū	New Road	B
90 Pomona Road, Kumeū	New Road	B
94 Pomona Road, Kumeū	New Road	A
95 Pomona Road, Kumeū	New Road	B
96 Pomona Road, Kumeū	New Road	B
114 Pomona Road, Kumeū	New Road	A
123 Pomona Road, Kumeū (2)	New Road	B
123 Pomona Road, Kumeū (1)	New Road	A
151 Pomona Road, Kumeū	New Road	A
191 Pomona Road, Kumeū	New Road	B
194 Pomona Road, Kumeū	New Road	B

Address	New or Altered Road	Noise Criteria Category
212 Pomona Road, Kumeū	New Road	A
214 Pomona Road, Kumeū	New Road	A
218 Pomona Road, Kumeū	New Road	A
18 Puke Road, Kumeū	New Road	A
21 Puke Road, Kumeū	New Road	A
22 Puke Road, Kumeū	New Road	A
27 Puke Road, Kumeū	New Road	A
37 Puke Road, Kumeū	New Road	A
80 Puke Road, Kumeū	New Road	A
104 Puke Road, Kumeū	New Road	A
107 Puke Road, Kumeū	New Road	A
133 Puke Road, Kumeū	New Road	A
139 Puke Road, Kumeū (2)	New Road	B
139 Puke Road, Kumeū (1)	New Road	A
145 Puke Road, Kumeū	New Road	A
151 Puke Road, Kumeū	New Road	A
157 Puke Road, Kumeū	New Road	B
284 State Highway 16, Kumeū	New Road	A
362 Taupaki Road, Taupaki	New Road	A
364 Taupaki Road, Taupaki	New Road	A
367 Taupaki Road, Taupaki	New Road	A
370 Taupaki Road, Taupaki	New Road	A
374 Taupaki Road, Taupaki	New Road	B
375 Taupaki Road, Taupaki	New Road	A
377 Taupaki Road, Taupaki	New Road	B
405 Taupaki Road, Kumeū	New Road	A
137 Tawa Road, Kumeū	New Road	B
141 Tawa Road, Kumeū	New Road	B
145 Tawa Road, Kumeū	New Road	A
148 Tawa Road, Kumeū	New Road	A

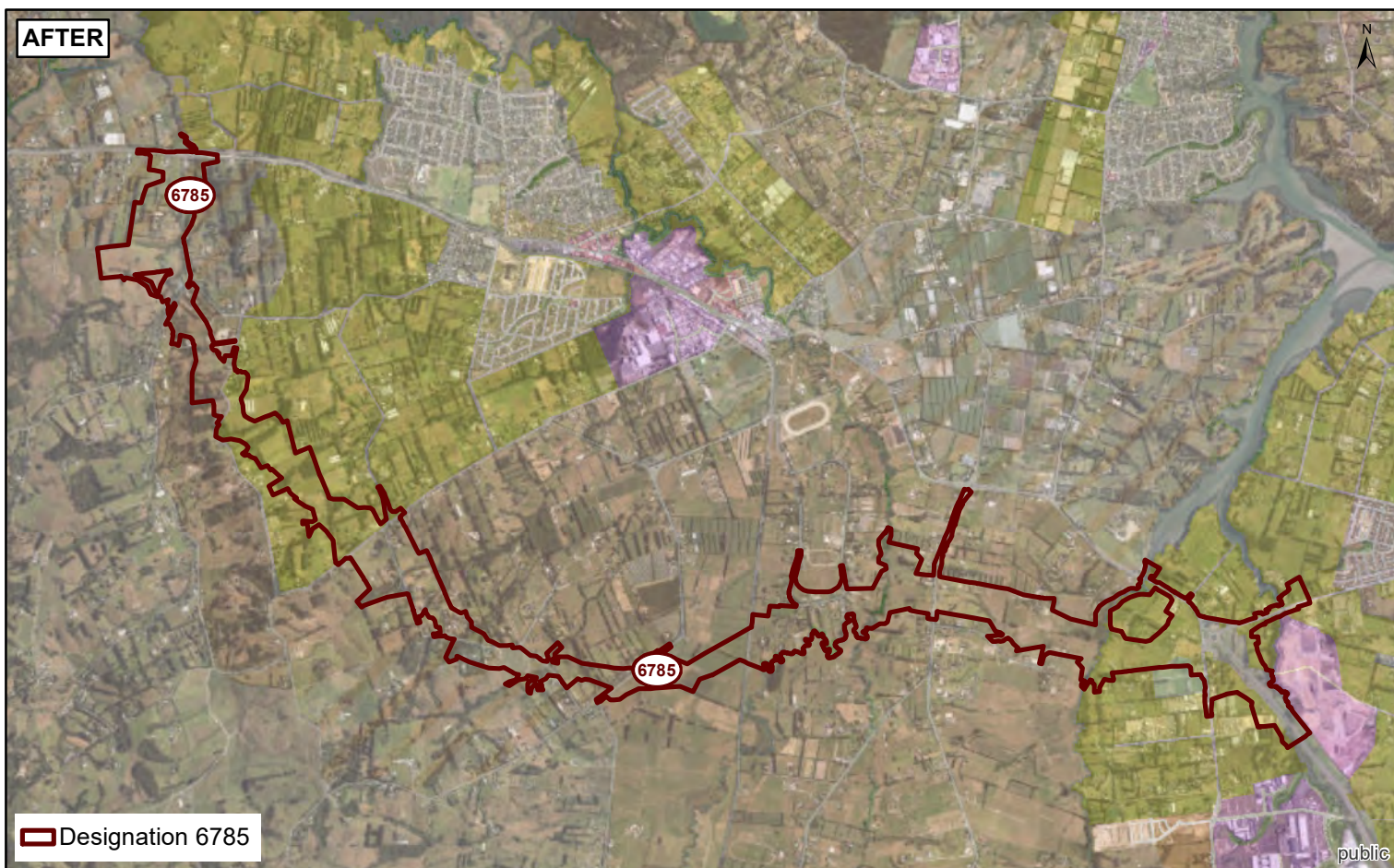
Address	New or Altered Road	Noise Criteria Category
154 Tawa Road, Kumeū	New Road	A
155 Tawa Road, Kumeū	New Road	A
176 Tawa Road, Kumeū	New Road	A
227 Trigg Road, Kumeū (2)	New Road	A
227 Trigg Road, Kumeū (1)	New Road	A
609 Waitakere Road, Kumeū	New Road	A
637 Waitakere Road, Kumeū	New Road	A
646 Waitakere Road, Kumeū (2)	New Road	B
646 Waitakere Road, Kumeū (1)	New Road	B
670 Waitakere Road, Kumeū	New Road	B
679 Waitakere Road, Kumeū	New Road	B
682 Waitakere Road, Kumeū	New Road	A
710 Waitakere Road, Kumeū	New Road	A
723 Waitakere Road, Kumeū	New Road	A

Attachment D
Auckland Unitary Plan (OIP) GIS Viewer
Designation 6785 Alternative State Highway
(Before/After)

BEFORE



AFTER



0 400 800 1,600 M

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 21/10/2025

Designations: 6785
Construction, operation and maintenance
of a transport corridor (Alternative State Highway)
New Zealand Transport Agency



Plans and Places