

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Warren MacLennan, Manager – Plans and Places: North, West & Islands

FROM Alison Pye, Principal Planner – Plans and Places, North, West and Islands




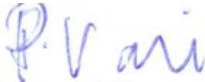

DATE 28 February 2020

SUBJECT **Alteration to Designation in accordance with s181 of the Resource Management Act of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016)**



This memorandum requests an update to Auckland Unitary Plan Operative in part

Reason for update – designation	
Chapter	Chapter K Designations
Section	New Zealand Transport Agency
Designation only	
Designation #	6763 State Highway 1
Locations:	Section of State Highway 1, from the northern connection with Puhoi -Warkworth motorway and Hudson Road
Lapse Date	N/A
Purpose	Widening to provide for safe and efficient operation of the state highway receiving traffic from Puhoi to Warkworth motorway when it opens (scheduled to open October 2021). Also providing for a connection to Matakana Link Road.
Changes to text (shown in underline and strikethrough)	Please see Attachment 2 .
Changes to diagrams	N/A
Changes to spatial data	Amend the GIS layer for Designation 6763 as requested by New Zealand Transport Agency. Please see Attachment 3 .
Attachments	Attachment 1 – Notice of Decision for Alteration to Designation 6763 Attachment 2 – Updated text for Designation 6763 Attachment 3 – Updated GIS Viewer for Designation 6763

<p>Prepared by: Alison Pye Principal Planner, Plans and Places, North West and Islands</p>	<p>Text Entered by: Harry Barnes Planning Technician</p>
<p>Signature: </p>	<p>Signature: </p>
<p>Maps prepared by: Mitesh Bhula Geospatial Analyst</p>	<p>Reviewed by: Peter Vari Tam Leader – Plans and Places, North West and Islands</p>
<p>Signature: </p>	<p>Signature: </p>
<p>Signed off by: Warren MacLennan Manager Planning – North, West and Islands</p>	
<p>Signature: </p>	

Attachment 1 – Notice of Decision for
Alteration to Designation 6763

24 May 2019

Auckland Council
North, West and Islands Planning: Plans and Places
Private Bag 92300
Auckland 1142

Attention: Alison Pye, Principal Planner

Dear Alison

State Highway 1 Widening, Warkworth

Notice of decision of the New Zealand Transport Agency under Section 172 of the Resource Management Act 1991

Thank you for your letter of 9 May 2019 advising of Auckland Council's recommendation on the Transport Agency's Notice of Requirement for alteration to designation 6763.

The Notice of Requirement was given to Auckland Council on 29 June 2018. The Council delegated to independent Commissioners their functions to hear the matter and to make a recommendation to the Transport Agency on whether the requirement should be withdrawn, confirmed with or without modification, or confirmed subject to conditions.

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

Transport Agency's decision

In accordance with section 172 of the Resource Management Act 1991, the Transport Agency's decision is to accept the Commissioners' recommendation that the requirement be confirmed and to accept in part the recommended conditions.

The Transport Agency rejects the Commissioners recommended Condition 2, being:

"The works associated with the widening of SH1 to four-lanes shall be completed by 31 December 2021."

The reasons for the rejection of recommended Condition 2 are as follows.

- The condition imposes a requirement to complete the Project works by 31 December 2021. The Transport Agency considers that it is impractical and inappropriate to impose a strict construction completion date as a condition on a designation.
- Designations are an enabling planning and safeguarding tool, designed to facilitate the efficient planning, development and delivery of significant infrastructure and other public works. As noted during the hearing, the Project is intended to be completed as soon as practicable, with the aim for the Project to be completed by October 2021 to coincide with the completion of the Pūhoi to Warkworth motorway (P2Wk). NX2 (the entity contracted by the Transport Agency to construct the Project and P2Wk) has committed to deliver both Projects within that timeframe under the terms of the PPP contract. However, as with any major works project, unexpected programme changes can occur.

The Transport Agency accepts all other conditions as recommended by the Commissioners.

Final conditions

A full set of conditions, including modifications made as a result of the Transport Agency's decision, is included as Attachment A of this letter.

Yours sincerely

A handwritten signature in black ink that reads "B. Petersen." The signature is written in a cursive style with a period at the end.

Belinda Petersen

Principal Planner Consents and Approvals

ANNEXURE A: CONDITIONS

DEFINITIONS	
CNVMP	Construction Noise and Vibration Management Plan
Construction Works	Activities undertaken to construct the Project
COPTTM	NZ Transport Agency Code of Practice for Temporary Traffic Management
dBA	A unit of sound level which has its frequency characteristics modified by a filter (C- weighted) so as to account for the non-linear frequency response of the human ear at high noise levels (typically greater than 100 decibels).
Team Leader	Auckland Council Team Leader Compliance Monitoring – Northern Resource Consenting and Compliance (Orewa) or the person subsequently exercising those functions and powers
NZS6803:1999	New Zealand Standard 6803:1999 "Acoustics – Construction Noise"
PPF	Protected Premises and Facilities, as defined in New Zealand Standard 6806:2010
Proposed work	The construction, operation and maintenance of a widened State Highway 1 (SH1) between Hudson Road and the northern connection of P2Wk to SH1 including provision for a connection of Auckland Transport's future Matakana link road to SH1
P2Wk Project	The construction, operation and maintenance of the Ara Tūhono Pūhoi to Wellsford project: Pūhoi to Warkworth section
RMA	Resource Management Act 1991 and subsequent amendments
SCP	Stakeholder and Communications Plan
SSTMP	Site Specific Traffic Management Plan

General

1. As soon as practicable following completion of construction of the proposed work, described in the Notice of Requirement to Alter Designation 6763 dated June 2018, the Requiring Authority shall review the extent of the designation and give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the state highway. The designation review shall occur at the following times:
 - (a) Following completion of the SH1 widening to four lanes and opening of the Pūhoi to Warkworth motorway; and
 - (b) Following further SH1 widening to construct a third southbound lane.
2. The construction related conditions of this designation shall only apply to Construction Works described in the Notice of Requirement to Alter Designation 6763 dated June 2018, being Construction Works on land between Hudson Road and the northern connection of P2Wk to SH1.
3. Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and

maintenance of the state highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation.

Network Utilities

4. The Requiring Authority shall ensure that Construction Works do not adversely impact on the safe and efficient operation of network utilities. The scope and timing of necessary utility relocation and protection works shall be developed and agreed between the Requiring Authority and network utility providers to mitigate any safety hazards and provide cost efficiency for the required works.

Stakeholder and Communication Plan

5. Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Stakeholder and Communications Plan (SCP) that sets out the procedures detailing how the public and stakeholders (including but not limited to the owners of properties adjoining the designation) will be communicated with throughout the Construction Works. Where appropriate, the SCP shall align with the SCP prepared and implemented for the P2Wk Project.
6. The Requiring Authority shall implement the SCP for the duration of the Construction Works.

Hudson Road Swales

7. The design of the proposed upgrade of the existing swale on Hudson Road shall allow sufficient space for future development of Hudson Road, specifically safe provision of a pedestrian and cycle path, safety barrier, light poles and signage, along the western side of Hudson Road. A minimum width of 4 metres shall be provided between the swale and the existing kerb line of Hudson Road, unless otherwise agreed with Auckland Transport. The design of the proposed upgrade of the existing swale shall be undertaken in consultation with Auckland Transport, and the design details included with the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.

Advice note: The Requiring Authority will need other approvals from Auckland Transport for any works located within Hudson Road and designation 1407. These approvals should be obtained before lodging the Outline Plan of Work.

Property access

8. The Requiring Authority shall identify and assess options to provide a similar level of capacity for vehicular entry and exit as provided by the existing (March 2019) primary (Hudson Road intersection) and the secondary access from the Warkworth Showgrounds to State Highway 1 (right of way in favour of Lot 1 DP 135480 via Pt Lot 1 DP 61693), the latter of which will be closed once works authorised by the designation are undertaken.

The identification and assessment of options shall be undertaken in consultation with the Auckland Council, as owner of Lot 1 DP135480, the Rodney Local Board, and Auckland Transport.

The Requiring Authority shall use reasonable endeavours to implement the preferred option prior to closure of the existing secondary access to SH1. If this is not practicable, the Requiring Authority shall use reasonable endeavours to implement a short-term temporary access arrangement to support high traffic

demand Showgrounds events if requested to do so by the Auckland Council, and then implement the preferred option as soon as practicable after completion of the Proposed Work.

Advice Note: The Requiring Authority will comply with its obligations under section 92 of the Government Roadway Powers Act 1989 in relation to the provision of access to and from SH1.

Construction Noise and Vibration

Project Noise Standards

9. Construction noise shall comply with the following criteria, except as provided for in Condition 11:

(a) Residential receivers:

Timeframe	Time	L_{Aeq}(15min)	L_{Afmax}
0630h Monday to 0630h Saturday	0630h - 0730h	55 Db	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
0630h Saturday to 0630h Sunday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0730h	45 dB	75 dB
0630h Sunday and Public Holidays to 0730h the next day	0730h - 1800h	55 dB	85 dB
	1800h - 0730h	45 dB	75 dB

(b) Industrial and commercial receivers:

Time	dB LAeq
0730-1800	70
1800-0730	75

Note:

The criteria set out in 9(a) and/or 9(b) may only be exceeded subject to the process in Condition 11 (CNVMP).

Project Vibration Standards

10. Construction vibration shall as far as practicable comply with the criteria in the Category A column and shall at all times comply with the criteria in the Category B column:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h–0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h –2000h	1mm/s PPV	5mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h –2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration – transient	5mm/s PPV	Tables 1 and 3 of DIN4150- 3:1999
		Vibration – continuous		Tables 1 and 3 of DIN4150- 3:1999

Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3:1999 "Structural Vibration Part 3: Effects of vibration on structures".

*For vibration, protected premises and facilities (**PPFs**) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

Vibration from construction activities may only exceed the Category A standards subject to the process in Condition 11 (the CNVMP).

Construction Noise and Vibration Management Plan

11. At least 5 working days prior to commencement of construction, the Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (**CNVMP**) and submit it to the Team Leader for certification. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for the management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the conditions are not able to be complied with following the adoption of the BPO. The CNVMP shall include:
 - (a) A description of the works;
 - (b) Hours of works, including a specific section describing the nature of works which need to be undertaken at night;
 - (c) Contact details for staff responsible for implementation of the CNVMP;
 - (d) The construction noise and vibration performance standards for the project;

- (e) Identification of affected sensitive receivers where noise and vibration performance standards apply;
- (f) The noise and vibration mitigation measures that will be applied throughout the project;
- (g) A specific section setting out the predicted noise and/or vibration levels, mitigation, monitoring and management measures (including communication with stakeholders) that will be adopted for works which cannot comply with the project standards specified in conditions 9 and 10 (Category A only for Condition 10). This section shall include the information above for each activity that cannot practicably comply.
- (h) Methods and frequency of monitoring and reporting; and
- (i) Communication, consultation and complaints response protocol (note that this section may refer to the relevant sections of the SCP required by Condition 5).

Advice note: The certified CNVMP for the Project may be incorporated into the CNVMP for the P2Wk project if the Requiring Authority sees fit.

12. The Requiring Authority shall implement and comply with the CNVMP for the duration of the Construction Works.

Construction Traffic

General construction traffic conditions

13. The Requiring Authority shall manage construction traffic and construction parking to:
 - (a) Protect public safety including the safe passage of pedestrians and cyclists;
 - (b) Minimise delays to road users;
 - (c) Minimise interruption to property access; and
 - (d) Inform the public about any potential impacts on the road network.

Site Specific Traffic Management Plans

14. The Requiring Authority shall prepare a Site Specific Traffic Management Plan (**SSTMP**) or Plans where any Construction Works vary the normal traffic conditions of any public road. The purpose of the SSTMP(s) is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the SSTMP.
15. The SSTMP(s) shall comply with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (**COPTTM**) which applies at the time the relevant SSTMP is prepared. Where it is not possible to adhere to this Code, the COPTTM's prescribed Engineering Exception Decision (**EED**) process shall be followed.

16. A SSTMP shall be prepared in accordance with Conditions 14 and 15 for:
- (a) The Hill Street intersection (being the intersections of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place). This SSTMP shall include specific times for the prohibition of heavy construction traffic using the Hill Street intersection, based on the following periods:
 - i. Weekday morning peaks;
 - ii. Weekday afternoon peaks;
 - iii. Late Friday afternoons and evenings;
 - iv. Saturday mornings;
 - v. Sunday afternoons; and
 - vi. Public Holiday Monday afternoons.

Advice note: These SSTMPs may be incorporated into the relevant SSTMPs for the P2Wk project if the Requiring Authority sees fit.

17. The Requiring Authority shall implement each SSTMP for the duration of the Construction Works to which the particular SSTMP applies.

Lighting

18. Lighting of any construction yard or compounds or site office for the duration of construction of the proposed work, shall be designed as far as practicable to avoid light spill beyond the designation. Glare from any lighting shall be kept below the recommendations given in AS 4282 – 1997 “Control of the Obtrusive Effects of Outdoor Lighting” Tables 2.1 and 2.2.

Accidental Discovery Protocol

19. The Requiring Authority prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works. The Accidental Discovery Protocol shall be:
- (a) generally consistent with the NZ Transport Agency’s Minimum Standard P45 Accidental Archaeological Discovery Specification (or replacement standard) and consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.12.6.1; and
 - (b) prepared in consultation with mana whenua and modified as necessary to reflect the site specific proposed work detail.

20. The Accidental Discovery Protocol shall be implemented throughout the Construction Works.

Maintenance and Operation Conditions

Operational Noise

21. The Requiring Authority shall implement Open Graded Porous Asphalt (or other low-noise generating road surface with equal or better noise reduction

performance) on the carriageway of the finished road, but may exclude intersections.

Landscape

22. Where proposed landscaping occurs on land adjacent to Auckland Transport's future Matakana link Road, the Requiring Authority shall develop details of the proposed landscaping in consultation with Auckland Transport, and these details shall be provided to Council as part of the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.
23. The Requiring Authority shall prepare an Integrated Landscape Planting Plan as part of the Outline Plan of Works to be submitted in accordance with section 176A of the RMA. The Integrated Landscape Planting Plan
 - (a) Shall be developed as far as practicable in a manner which results in visual integration between the Requiring Authority's proposed wetland and any proposed wetland or other stormwater infrastructure to be constructed by Auckland Transport on adjacent land as part of the future Matakana Link Road; and
 - (b) Shall be developed in consultation with Auckland Transport; and
 - (c) Shall include proposed planting of intermittent stream margins, wetland and swales, with the planting to use eco-sourced, native species and appear natural as far as practicable.

The proposed landscaping shall be consistent with the Urban and Landscape Design Sector Plan: Warkworth Sector prepared for the P2Wk Project in accordance with condition D33 of Designation 6769.

Attachment 2 – Updated text for Designation
6763

6763 State Highway 1 - Puhoi to Topuni

Designation Number	6763
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
Rollover Designation	Yes
Legacy Reference	Designation 404, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

State Highway 1.

Conditions

The following conditions are only applicable to the section of the State Highway 1 from its northern connection with the Puhoi - Warkworth motorway to Hudson Road.

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dBA	A unit of sound level which has its frequency characteristics modified by a filter (C- weighted) so as to account for the non-linear frequency response of the human ear at high noise levels (typically greater than 100 decibels).
Team Leader	Auckland Council Team Leader Compliance Monitoring — Northern Resource Consenting and Compliance (Orewa) or the person subsequently exercising those functions and powers
NZS6803: 1999	New Zealand Standard 6803: 1999 “Acoustics — Construction Noise”
PPF	Protected Premises and Facilities, as defined in New Zealand Standard 6806:2010
Proposed work	The construction, operation and maintenance of a widened State Highway 1 (SH 1) between Hudson Road and the northern connection of P2Wk to SH 1 including provision for a connection of Auckland Transport’s future Matakana link road to SH1
P2Wk Project	The construction, operation and maintenance of the Ara Tūhono Pūhoi to Wellsford protect: Pūhoi to Warkworth section
RMA	Resource Management Act 1991 and subsequent amendments
SCP	Stakeholder and Communications Plan
SSTM P	Site Specific Traffic Management Plan

General

1. As soon as practicable following completion of construction of the proposed work, described in the Notice of Requirement to Alter Designation 6763 dated June 2018, the Requiring Authority shall review the extent of the designation and give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the state highway. The designation review shall occur at the following times:
 - (a) Following completion of the SH1 widening to four lanes and opening of the Puhoi to Warkworth motorway; and
 - (b) Following further SH1 widening to construct a third southbound lane.
2. The construction related conditions of this designation shall only apply to Construction Works described in the Notice of Requirement to Alter Designation 6763 dated June 2018, being Construction Works on land between Hudson Road and the northern connection of P2Wk to SH1.
3. Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the state highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation.

Network Utilities

4. The Requiring Authority shall ensure that Construction Works do not adversely impact on the safe and efficient operation of network utilities. The scope and timing of necessary utility relocation and protection works shall be developed and agreed between the Requiring Authority and network utility providers to mitigate any safety hazards and provide cost efficiency for the required works.

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6. The Requiring Authority shall implement the SCP for the duration of the Construction Works.

Hudson Road Swales

7. The design of the proposed upgrade of the existing swale on Hudson Road shall allow sufficient space for future development of Hudson Road, specifically safe provision of a pedestrian and cycle path, safety barrier, light poles and signage, along the western side of Hudson Road. A minimum width of 4 metres shall be provided between the swale and the existing kerb line of Hudson Road, unless otherwise agreed with Auckland Transport. The design of the proposed upgrade of the existing swale shall be undertaken in consultation with Auckland Transport, and the design details included with the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.

Advice note: The Requiring Authority will need other approvals from Auckland Transport for any works located within Hudson Road and designation 1407. These approvals should be obtained before lodging the Outline Plan of Work.

Property access

8. The Requiring Authority shall identify and assess options to provide a similar level of capacity for vehicular entry and exit as provided by the existing (March 2019) primary (Hudson Road intersection) and the secondary access from the Warkworth Showgrounds to State Highway 1 (right of way in favour of Lot 1 DP 135480 via Pt Lot 1 DP 61693), the latter of which will be closed once works authorised by the designation are undertaken.

The identification and assessment of options shall be undertaken in consultation with the Auckland Council, as owner of Lot 1 DP135480, the Rodney Local Board, and Auckland Transport.

The Requiring Authority shall use reasonable endeavours to implement the preferred option prior to closure of the existing secondary access to SH1. If this is not practicable, the Requiring Authority shall use reasonable endeavours to implement a short-term temporary access arrangement to support high traffic demand Showgrounds events if requested to do so by the Auckland Council, and then implement the preferred option as soon as practicable after completion of the Proposed Work.

Advice Note: The Requiring Authority will comply with its obligations under section 92 of the Government Loading Powers Act 1989 in relation to the provision of access to and from SH1.

Construction Noise and Vibration

Project Noise Standards

9. Construction noise shall comply with the following criteria, except as provided for in Condition 11:

- (a) Residential receivers:

Timeframe	Time	LAeq(15min)	LAfmax
0630h Monday to 0630h Saturday	0630h - 0730h	55 Db	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
0630h Saturday to 0630h Sunday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0730h	45 dB	75 dB
0630h Sunday and Public Holidays to 0730h the next day	0730h - 1800h	55 dB	85 dB
	1800h - 0730h	45 dB	75 dB

- (b) Industrial and commercial receivers:

Time	dB LAeq
0730-1800	70
1800-0730	75

Note:

The criteria set out in 9(a) and/or 9(b) may only be exceeded subject to the process in Condition 11 (CNVMP).

Project Vibration Standards

10. Construction vibration shall as far as practicable comply with the criteria in the Category A column and shall at all times comply with the criteria in the Category B column:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h-0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h – 2000h	1mm/s PPV	5mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h – 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration – transient	5mm/s PPV	Tables 1 and 3 of DIN4150- 3 :1999
		Vibration – continuous		Tables 1 and 3 of DIN4150- 3:1999

Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3: 1999 “Structural Vibration Part 3: Effects of vibration on structures”.

*For vibration, protected premises and facilities (**PPFs**) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

Vibration from construction activities may only exceed the Category A standards subject to the process in Condition 11 (the CNVMP).

Construction Noise and Vibration Management Plan

11. At least 5 working days prior to commencement of construction, the Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (**CNVMP**) and submit it to the Team Leader for certification. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for the management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the conditions are not able to be complied with following the adoption of the BPO, The CNVMP shall include:

- (a) A description of the works;
- (b) Hours of works, including a specific section describing the nature of works which need to be undertaken at night;
- (c) Contact details for staff responsible for implementation of the CNVMP;

- (d) The construction noise and vibration performance standards for the project;
- (e) Identification of affected sensitive receivers where noise and vibration performance standards apply;
- (f) The noise and vibration mitigation measures that will be applied throughout the project;
- (g) A specific section setting out the predicted noise and/or vibration levels, mitigation, monitoring and management measures (including communication with stakeholders) that will be adopted for works which cannot comply with the project standards specified in conditions 9 and 10 (Category A only for Condition 10). This section shall include the information above for each activity that cannot practicably comply.
- (h) Methods and frequency of monitoring and reporting; and
- (i) Communication, consultation and complaints response protocol (note that this section may refer to the relevant sections of the SCP required by Condition 5).

Advice note: The certified CNVNP for the Project may be incorporated into the CNVNP for the P2Wk project if the Requiring Authority sees fit.

12. The Requiring Authority shall implement and comply with the CNVMP for the duration of the Construction Works.

Construction Traffic

General construction traffic conditions

13. The Requiring Authority shall manage construction traffic and construction parking to:
 - (a) Protect public safety including the safe passage of pedestrians and cyclists;
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 - (d) Inform the public about any potential impacts on the road network.

Site Specific Traffic Management Plans

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15. The SSTMP(s) shall comply with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (**COPTTM**) which applies at the time the relevant SSTMP is prepared. Where it is not possible to adhere to this Code, the COPTTM's prescribed Engineering Exception Decision (**EED**) process shall be followed.

16. A SSTMP shall be prepared in accordance with Conditions 14 and 15 for:

- (a) The Hill Street intersection (being the intersections of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place). This SSTMP shall include specific times for the prohibition of heavy construction traffic using the Hill Street intersection, based on the following periods:
 - i. Weekday morning peaks;
 - ii. Weekday afternoon peaks;
 - iii. Late Friday afternoons and evenings;
 - iv. Saturday mornings;
 - v. Sunday afternoons; and
 - vi. Public Holiday Monday afternoons.

Advice note: These SSTNPS may be incorporated into the relevant SSTNPs for the P2Wk project if the Requiring Authority sees fit.

17. The Requiring Authority shall implement each SSTMP for the duration of the Construction Works to which the particular SSTMP applies.

Lighting

18. Lighting of any construction yard or compounds or site office for the duration of construction of the proposed work, shall be designed as far as practicable to avoid light spill beyond the designation. Glare from any lighting shall be kept below the recommendations given in AS 4282 — 1997 “Control of the Obtrusive Effects of Outdoor Lighting” Tables 2.1 and 2.2.

Accidental Discovery Protocol

19. The Requiring Authority prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works. The Accidental Discovery Protocol shall be:

- (a) generally consistent with the NZ Transport Agency’s Minimum Standard P45 Accidental Archaeological Discovery Specification (or replacement standard) and consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.12.6.1; and
- (b) prepared in consultation with mana whenua and modified as necessary to reflect the site specific proposed work detail.

20. The Accidental Discovery Protocol shall be implemented throughout the Construction Works.

Maintenance and Operation Conditions

Operational Noise

21. The Requiring Authority shall implement Open Graded Porous Asphalt (or other low-noise generating road surface with equal or better noise reduction

performance) on the carriageway of the finished road, but may exclude intersections.

Landscape

22. Where proposed landscaping occurs on land adjacent to Auckland Transport's future Matakana link Road, the Requiring Authority shall develop details of the proposed landscaping in consultation with Auckland Transport, and these details shall be provided to Council as part of the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.
23. The Requiring Authority shall prepare an Integrated Landscape Planting Plan as part of the Outline Plan of Works to be submitted in accordance with section 176A of the RMA. The Integrated Landscape Planting Plan
 - (a) Shall be developed as far as practicable in a manner which results in visual integration between the Requiring Authority's proposed wetland and any proposed wetland or other stormwater infrastructure to be constructed by Auckland Transport on adjacent land as part of the future Matakana Link Road; and
 - (b) Shall be developed in consultation with Auckland Transport; and
 - (c) Shall include proposed planting of intermittent stream margins, wetland and swales, with the planting to use eco-sourced, native species and appear natural as far as practicable.

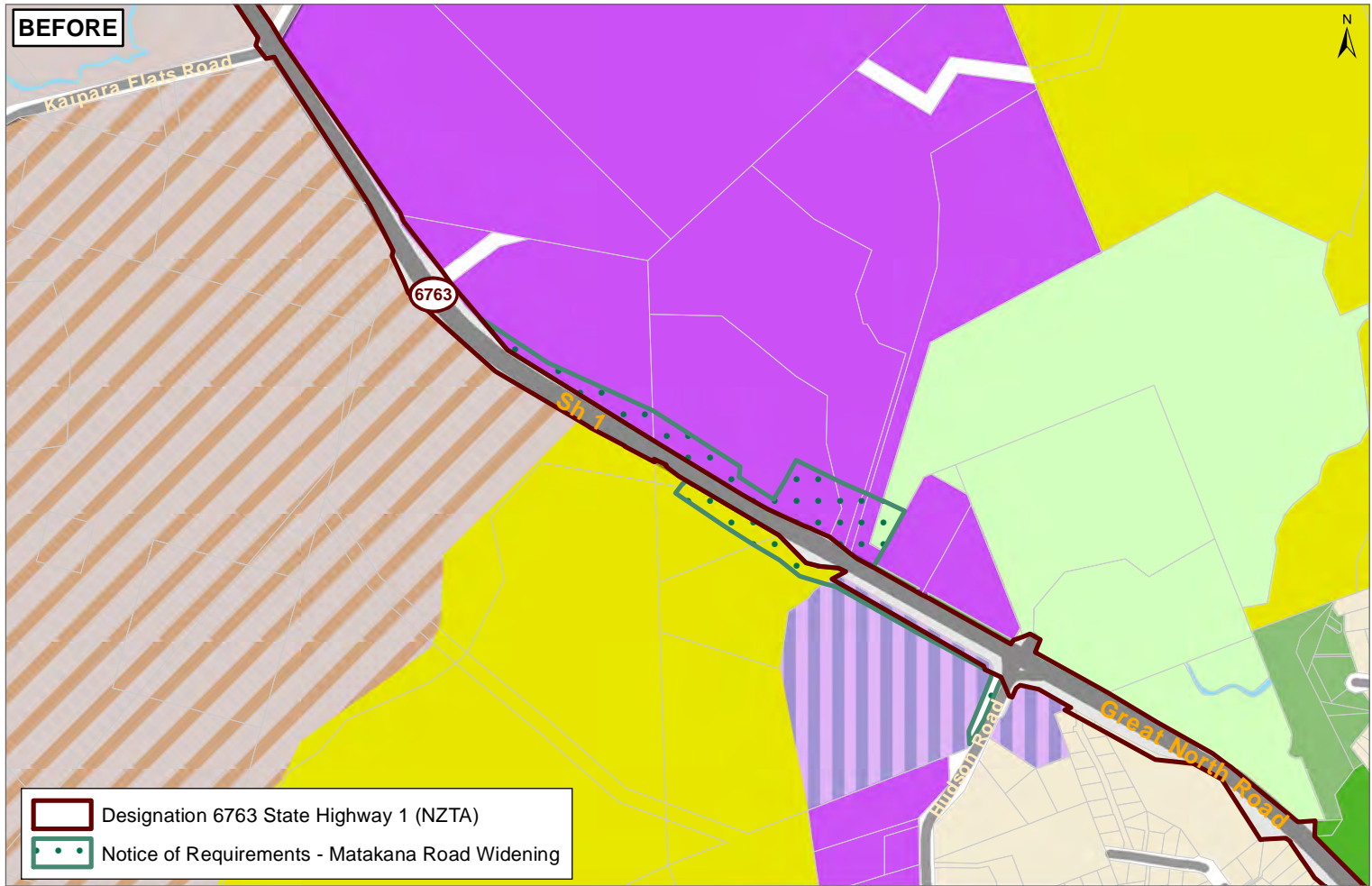
The proposed landscaping shall be consistent with the Urban and Landscape Design Sector Plan: Warkworth Sector prepared for the P2Wk Project in accordance with condition D33 of Designation 6769.



Attachments

No attachments.

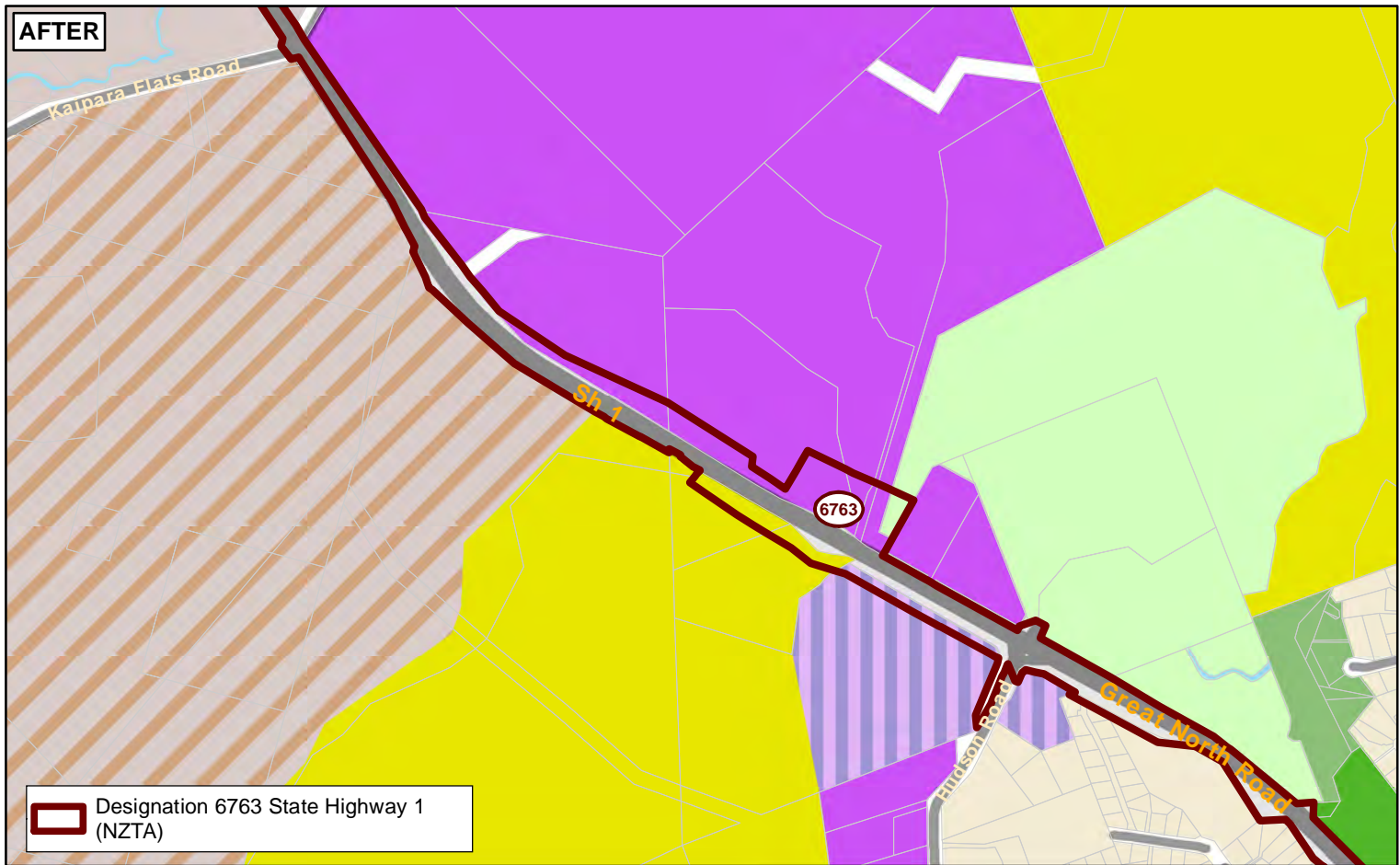
Attachment 3 – Updated GIS Viewer for
Designation 6763


BEFORE



-  Designation 6763 State Highway 1 (NZTA)
-  Notice of Requirements - Matakana Road Widening

AFTER



-  Designation 6763 State Highway 1 (NZTA)



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: 6/03/2020

Designation 6763 State Highway 1 Alteration (Road Widening) NZTA



Plans and Places