

Memo

Date 23 May 2022

To: Celia Davidson – Manager, Planning Central and South

From: Jo Hart – Senior Policy Planner – Planning Regional, North, West and Islands.

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

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





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

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

Rule or Section of Unitary Plan	Chapter K – Designation 6778 – Shared user path
Subject Site (if applicable)	From north of the Papakura Interchange through to Otūwairoa (Slippery Creek) Bridge; from north of Bremner Road to the Drury Interchange
Legal Description (if applicable)	
Nature of change	<p>A Clause 20A modification is required to correct Designation 6778 in the AUP.</p> <p>Discussion</p> <p>A new designation for a shared user path was decided on by the Environmental Protection Authority (EPA) as a Fast-track listed project for the Papakura to Drury South State Highway 1 improvements, Stage 1B1, in accordance with the Covid-19 Recovery (Fast-track Consenting) Act 2020. A decision dated 12 November 2021 included a full set of conditions with separate sets of conditions for an altered designation, a new designation for a shared user path, and resource consents.</p> <p>The separated set of conditions did not include conditions that were specified in the index of the EPA's full set of conditions as being applicable to the new designation for the shared user path.</p>

Ref	Notice of Requirement	Lapse Date	Conditions
Designation 6706	Alteration of Designation 6706 for 'Motorway purposes between Auckland Hamilton'	No lapse date as the existing designation has already been given effect to.	GC.1, GC.2, GC.3 PC.1, PC.2 , PC.3, PC.4, PC.5, PC.9, PC.10, PC.11 CC.2 – CC.18 MW.1 HH.1 CNV.1 – CNV.4 CT.1, CT.2 LV.1, LV.2 AB.1, AB.2
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.	2 years after the date on which it is included in the AUP (GC.4)	GC.1, GC.2, GC.3, GC.4 PC.1, PC.2 , PC.3, PC.4, PC.5, PC.9, PC.10, PC.11 CC.2 – CC.18 MW.1 HH.1 CNV.1 – CNV.4 CT.1, CT.2 LV.1, LV.2 AB.1, AB.2
<p>The EPA were contacted within the 40 working days statutory timeframe, from the decision being issued, in which amendments could be made (Schedule 6, Clause 40(3) Minor Corrections, Covid-19 Recovery (Fast-track Consenting Act) 2020). This was to advise the EPA of the issue and request an updated version of the separate conditions. However, EPA administration responded outside of the relevant statutory timeframe. Therefore, an updated version was not able to be provided by the EPA.</p> <p>Confirmation was sought from Evan Keating and Sonya McCall at Waka Kotahi New Zealand Transport Agency (NZTA) as to the solution to correct the issue. The solution suggested was to include the separated set of conditions as provided by EPA. Then at the same time, complete a Clause 20A to correct the separated set of conditions as the EPA clearly intended that the conditions (as highlighted in the table above) were to be included with the amended conditions for the new designation for a shared user path.</p> <p>NZTA agreed to this approach on 19 April 2022.</p>			
Effect of change	<p>The amendment is required to correct a minor error. The EPA full set of conditions clearly indicates that the two missing conditions (PC1 and PC2) from the separated set of conditions apply to the new designation for the shared user path.</p> <p>The effect of the amendment is neutral. The new designation for the shared user path was subject to the EPA process in accordance with the Covid-19 Recovery (Fast-tracking Consenting) Act 2020, including Section 44 Appeals. There were no appeals on the Notice of Requirement for a designation for the shared user path.</p>		
Changes required to be made (text/in-text diagrams)	Amend Chapter K – Designation 6778 in the Operative in Part version.		
Changes required to be made	N/A		

(maps)	
Attachments	Attachment 1: Corrections to text (strikethrough/underlines) Attachment 2: Corrected text

Prepared by: Jo Hart Senior Policy Planner Planning – Regional, North, West, and Islands.	Text Entered by: Sarah El Karamany Planning Technician
Signature: 	Signature: 
Maps prepared by: N/A Geospatial Analyst	Reviewed by: Craig Cairncross Team Leader – Planning Central/South
Signature:	Signature: 
Decision: I agree/disagree to authorise the Clause 20A modification using my delegated authority Celia Davison Manager Planning – Central/South Date: 07/06/2022	
Signature: 	

Attachment 1: Corrections to text (strikethrough/underlines)

6778 Shared User Path

Designation Number	6778
Requiring Authority	New Zealand Transport Agency
Location	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.
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	2 years from when included in the AUP.

Purpose

Designation for the construction, operation and maintenance of a shared path and associated infrastructure.

Conditions

In addition to the conditions below, the following also form part of this condition set:

Definitions and explanations of terms.

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Papakura to Drury South Stage 1B1.
Application	The notices of requirement and applications for resource consents and supporting information for Papakura to Drury South Stage 1B1 dated 24 ¹ June 2021.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan

¹ Definition of Application amended on 10 December 2021

Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.
CMA	Coastal Marine Area
CNVMP	Construction Noise and Vibration Management Plan
Common marine and freshwater area	<p>The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream.</p> <p>The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as</p> <p><i>“the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in Appendix 7 Coastal Marine Area boundaries, the landward boundary must be the point defined in the appendix.”</i></p> <p>The CMA referred to within the application only relates to the seaward (northern) side of Jesmond Bridge. The CMA boundary at Jesmond Bridge is illustrated on the Auckland Council Geomaps.</p>
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan
CSRMP	Coastal and Stream Works Reinstatement Management Plan
CTMP	Construction Traffic Management Plan
EIMP	Electricity Infrastructure Management Plan
Enabling Works	<p>Includes the following and similar activities:</p> <ul style="list-style-type: none"> • Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.

HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
MWHS	Mean High Water Springs is the highest level that spring tides reach on the average over a period of time.
Mesh	Mesh refers the existing erosion control blanket plastic mesh located on stream banks.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NFRP	Native Fish Relocation Plan
NOR	Notice(s) of Requirement
Designation 6706	Alteration of Designation 6706 for 'Motorway purposes between Auckland Hamilton'
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation and maintenance of Papakura to Drury South Stage 1B1 and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
Waka Kotahi Southern IIG	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to Waka Kotahi activities.

Specific Area	Specific Area relates to a particular site within the Stage 1B1 works area.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the <i>NESCS User's Guide 2012</i>).
SSESCP	Site Specific Erosion and Sediment Control Plan
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), or works referred to in a specific condition, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
ULDF	Urban and Landscape Design Framework
Waka Kotahi	Waka Kotahi NZ Transport Agency

Conditions – Designation (Shared User Path)

The purpose of the Designation is '*Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.*'

In addition to the conditions below, the following also form part of this condition set:

Definitions and explanations of terms

Ref	Condition
Standard conditions	
GC.1	<p>(a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 14 June 2021.</p> <p>(i) <i>Assessment of Effects on the Environment Rev C</i> dated 31 May 2021, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology.</p> <p>(ii) The General Arrangement Drawings in Appendix F of <i>the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev C</i> dated 31 May 2021.</p> <p>(b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail.</p> <p>(c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail.</p> <p>(d) Response to Further Information Request No1 and No 2 dated 15 September 2021</p> <p>(e) The final design may be amended to take account of the matters referred to in the Advice Notes below.</p>

	<p>Advice Notes</p> <ol style="list-style-type: none"> 1. Currently the NoR 2 boundary overlaps with resource consent BUN60339982 at 144 Park Estate Road, held by Hugh Green Ltd. This potentially impacts on the ability of the consent holder to implement the EMP required by conditions of that resource consent. Waka Kotahi has advised that it would work with HGL to resolve this issue with Auckland Council. The Panel encourages that exercise, or alternatively Waka Kotahi should investigate the feasibility at Outline Plan stage, of an SUP design that may accommodate the HGL consented works. 2. The NoR 2 boundary also overlaps with a residential development proposed by The Park Homes Ltd (TPHL) at 115 Park Estate Road. Waka Kotahi advises that it would like to work with TPHL to seek a mutually agreeable solution outside the consenting process. The Panel supports that initiative. 3. Currently the plans for the Project do not include noise barriers although such barriers are illustrated in the ULDF maps forming part of the application documents. The Panel encourages Waka Kotahi to examine afresh at Outline Plan stage the suitability of including noise barriers, particularly on the western side of the project adjacent to the Hingaia 1 Precinct.
Designation Review	
GC.2	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ol style="list-style-type: none"> (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 the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.3	<p>The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.</p>
Designation lapse	
GC.4	<p>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, the designation shall lapse if not given effect to within 2 years from which it is included in the AUP.</p>
<u>Pre-construction site meeting</u>	

<p><u>PC.1</u></p>	<p><u>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</u></p> <ul style="list-style-type: none"> (a) <u>The meeting shall be located on the Project site unless otherwise agreed;</u> (b) <u>The meeting shall include representation from the contractor who will undertake the works;</u> (c) <u>The following information shall be made available at the pre- construction meeting:</u> <ul style="list-style-type: none"> (i) <u>Conditions of consent;</u> (ii) <u>Timeframes for key stages of the works authorised under this consent;</u> (iii) <u>Contact details of the site contractor and other key contractors;</u> (iv) <u>All relevant management plans as per the requirements of the resource consents; and</u> <p><u>Representatives of the Waka Kotahi Southern IIG shall be invited to attend the pre-construction meeting.</u></p>
<p><u>PC.2</u></p>	<p><u>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Waka Kotahi Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</u></p>
<p>Outline Plan(s) of Works (designation)</p>	
<p><u>PC.3</u></p>	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plan (or Plans) 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 Plan (or 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: <ul style="list-style-type: none"> (i) Construction Noise and Vibration Management Plan (CNVMP); and (ii) Historic Heritage Management Plan (HHMP).
<p><u>PC.4</u></p>	<ul style="list-style-type: none"> (a) Following submission of the Outline Plan(s), the CNVMP and the HHMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan. (b) Where the CNVMP and HHMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.
<p><u>PC.5</u></p>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> (a) Flanagan Road; (b) Pitt Road;

	<p>(c) Great South Road (section to the west of Tegal Road); and</p> <p>(d) 31 – 37 Bremner Road access.</p> <p>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p>
Stakeholder and Communications Management Plan	
PC.9	<p>(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCMP shall include:</p> <ul style="list-style-type: none"> (i) 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); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. <p>(d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
Complaints Management Process	
PC.10	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint;

	<ul style="list-style-type: none"> (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. (vii) 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.
PC.11	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
General Construction	
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
Construction Environmental Management Plan	
CC.4	<ul style="list-style-type: none"> (a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (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) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management;

	<ul style="list-style-type: none"> (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required. <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Network Utility Management Plan	
CC.6	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) 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; (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) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Transpower	
CC.7	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

CC.8	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.9	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line and 10.5m for the HLY-OTA-A 220kV line.
CC.10	Temporary and permanent works shall be designed to maintain a comparable standard of access to the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.11	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.12	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.13	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 15(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.14	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.15	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.7 – CC.10 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to:

	<ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.16	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.17	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or (b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.18	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.15 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Mana Whenua	
MW.1	<ul style="list-style-type: none"> (a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with Relevant Iwi Authorities. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to Mana Whenua and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) Requirements and protocols for cultural inductions for contractors and subcontractors;

	<ul style="list-style-type: none"> (ii) Identification of sites and areas where cultural monitoring is required during particular Construction Works; (iii) Identification of personnel nominated by the project Relevant Iwi Authorities to undertake cultural monitoring, including any geographic definition of their responsibilities; and (iv) Details of personnel nominated by the project Relevant Iwi Authorities to assist with management of any issues identified during cultural monitoring. <p>ADVICE NOTE:</p> <p><i>For the purposes of the Project, RIAs are considered to be members of the Southern Iwi Integration Group.</i></p>
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Historic Heritage Management Plan

HH.1	<ul style="list-style-type: none"> (a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua. (b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (c) To achieve the purpose, the HHMP shall identify: <ul style="list-style-type: none"> (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Known archaeological sites 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; (iii) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (iv) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (v) Roles, responsibilities and contact details of Project personnel, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) Provision for access for mana whenua to carry out tikanga and cultural protocols; (vii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (viii) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA;
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	<ul style="list-style-type: none"> (ix) Measures for secure on-site storage and archiving of any archaeological materials; (x) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and (xi) Methods for appropriate public dissemination of knowledge gained from heritage investigations. <p>(d) At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
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Construction noise and vibration management plan

CNV.1	<ul style="list-style-type: none"> (a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CNV.2 and CN.3 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: <ul style="list-style-type: none"> (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) management and mitigation options, and identification of the Best Practicable Option; (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;
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- (x) identification of areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;
- (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition CNV.1(c)(x)];
- (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 CNVMP, Schedules and the best practicable option for management of effects are being implemented; and
- (xiv) requirements for review and update of the CNVMP.

Noise Criteria

CNV.2

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a

		1800 - 0730	80	n/a
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Vibration Criteria

CNV.3

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

Table CNV.1 Construction vibration criteria

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

**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 CNV.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition CNV.4 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed 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.

CNV.4

- (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
- (i) construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2;
 - (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CNV.3.
- (b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity

	<p>beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (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 CNV.2 and CNV.3; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) 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.</p>
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Construction traffic management plan

<p>CT.1</p>	<ul style="list-style-type: none"> (a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro) and KiwiRail. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport ; (ii) measures to manage 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 schools 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) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Park Estate Road and Bremner Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
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	<ul style="list-style-type: none"> (vi) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with Waka Kotahi's Code of Practice for Temporary Traffic Management; (x) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xi) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
CT.2	<p>Consultation with Auckland Transport shall be undertaken at the earliest opportunity with regard to the preferred option for the SH1 Bremner Road Overbridge and Jesmond Bridge replacement works to ensure:</p> <ul style="list-style-type: none"> (a) That passenger transport services can be efficiently provided on the road network; and (b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.
Urban Design and Landscape Framework	
LV.1	Project planting shall be fully implemented by the completion of the first planting season following the completion of Project works.
LV.2	Any project planting that fails to establish, or that decline or die within 2 years, must be replaced to the satisfaction of the Manager. The replacement trees must be of similar grade and size to that originally planted.

Arboricultural

AB.1	All works within the protected root zone of trees to be retained shall be supervised. Works within the protected root zone shall be undertaken as set out in the Arboricultural Assessment prepared by Peers Brown Miller Limited, dated September 2020.
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AB.2	There shall be no storage (or temporary storage) of materials, machinery and equipment within the protected root zone of any protected tree.
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Attachments

No attachments.

Attachment 2: Corrected text

6778 Shared User Path

Designation Number	6778
Requiring Authority	New Zealand Transport Agency
Location	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.
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	2 years from when included in the AUP.

Purpose

Designation for the construction, operation and maintenance of a shared path and associated infrastructure.

Conditions

In addition to the conditions below, the following also form part of this condition set:

Definitions and explanations of terms.

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Papakura to Drury South Stage 1B1.
Application	The notices of requirement and applications for resource consents and supporting information for Papakura to Drury South Stage 1B1 dated 24 ¹ June 2021.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan

¹ Definition of Application amended on 10 December 2021

Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.
CMA	Coastal Marine Area
CNVMP	Construction Noise and Vibration Management Plan
Common marine and freshwater area	<p>The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream.</p> <p>The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as</p> <p><i>“the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in Appendix 7 Coastal Marine Area boundaries, the landward boundary must be the point defined in the appendix.”</i></p> <p>The CMA referred to within the application only relates to the seaward (northern) side of Jesmond Bridge. The CMA boundary at Jesmond Bridge is illustrated on the Auckland Council Geomaps.</p>
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan
CSRMP	Coastal and Stream Works Reinstatement Management Plan
CTMP	Construction Traffic Management Plan
EIMP	Electricity Infrastructure Management Plan
Enabling Works	<p>Includes the following and similar activities:</p> <ul style="list-style-type: none"> • Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.

HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
MWHS	Mean High Water Springs is the highest level that spring tides reach on the average over a period of time.
Mesh	Mesh refers the existing erosion control blanket plastic mesh located on stream banks.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NFRP	Native Fish Relocation Plan
NOR	Notice(s) of Requirement
Designation 6706	Alteration of Designation 6706 for ‘Motorway purposes between Auckland Hamilton’
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation and maintenance of Papakura to Drury South Stage 1B1 and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
Waka Kotahi Southern IIG	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to Waka Kotahi activities.

Specific Area	Specific Area relates to a particular site within the Stage 1B1 works area.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the <i>NESCS User's Guide 2012</i>).
SSESCP	Site Specific Erosion and Sediment Control Plan
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), or works referred to in a specific condition, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
ULDF	Urban and Landscape Design Framework
Waka Kotahi	Waka Kotahi NZ Transport Agency

Conditions – Designation (Shared User Path)

The purpose of the Designation is '*Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.*'

In addition to the conditions below, the following also form part of this condition set:

Definitions and explanations of terms

Ref	Condition
Standard conditions	
GC.1	<p>(a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 14 June 2021.</p> <p>(i) <i>Assessment of Effects on the Environment Rev C</i> dated 31 May 2021, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology.</p> <p>(ii) The General Arrangement Drawings in Appendix F of <i>the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev C</i> dated 31 May 2021.</p> <p>(b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail.</p> <p>(c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail.</p> <p>(d) Response to Further Information Request No1 and No 2 dated 15 September 2021</p> <p>(e) The final design may be amended to take account of the matters referred to in the Advice Notes below.</p> <p>Advice Notes</p> <p>1. Currently the NoR 2 boundary overlaps with resource consent BUN60339982 at 144 Park Estate Road, held by Hugh Green Ltd. This</p>

	<p>potentially impacts on the ability of the consent holder to implement the EMP required by conditions of that resource consent.</p> <p>Waka Kotahi has advised that it would work with HGL to resolve this issue with Auckland Council. The Panel encourages that exercise, or alternatively Waka Kotahi should investigate the feasibility at Outline Plan stage, of an SUP design that may accommodate the HGL consented works.</p> <ol style="list-style-type: none"> 2. The NoR 2 boundary also overlaps with a residential development proposed by The Park Homes Ltd (TPHL) at 115 Park Estate Road. Waka Kotahi advises that it would like to work with TPHL to seek a mutually agreeable solution outside the consenting process. The Panel supports that initiative. 3. Currently the plans for the Project do not include noise barriers although such barriers are illustrated in the ULDF maps forming part of the application documents. The Panel encourages Waka Kotahi to examine afresh at Outline Plan stage the suitability of including noise barriers, particularly on the western side of the project adjacent to the Hingaia 1 Precinct.
Designation Review	
GC.2	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ol style="list-style-type: none"> (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 the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.3	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation lapse	
GC.4	In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, the designation shall lapse if not given effect to within 2 years from which it is included in the AUP.

Pre-construction site meeting

PC.1 At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:

- (a) The meeting shall be located on the Project site unless otherwise agreed;
- (b) The meeting shall include representation from the contractor who will undertake the works;
- (c) The following information shall be made available at the pre- construction meeting:
 - (i) Conditions of consent;
 - (ii) Timeframes for key stages of the works authorised under this consent;
 - (iii) Contact details of the site contractor and other key contractors;
 - (iv) All relevant management plans as per the requirements of the resource consents; and

Representatives of the Waka Kotahi Southern IIG shall be invited to attend the pre-construction meeting.

PC.2 Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Waka Kotahi Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.

Outline Plan(s) of Works (designation)

PC.3

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plan (or Plans) 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 Plan (or 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 Noise and Vibration Management Plan (CNVMP); and
 - (ii) Historic Heritage Management Plan (HHMP).

PC.4

- (a) Following submission of the Outline Plan(s), the CNVMP and the HHMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan.
- (b) Where the CNVMP and HHMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.

PC.5 Prior to the lodgement of any outline plan of works for activities on the following roads

- (a) Flanagan Road;

	<p>(b) Pitt Road;</p> <p>(c) Great South Road (section to the west of Tegal Road); and</p> <p>(d) 31 – 37 Bremner Road access.</p> <p>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p>
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Stakeholder and Communications Management Plan

PC.9	<p>(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCMP shall include:</p> <ul style="list-style-type: none"> (i) 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); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. <p>(d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
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Complaints Management Process

PC.10	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (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) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint;
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	<ul style="list-style-type: none"> (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) 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. (vii) 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.
PC.11	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
General Construction	
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
Construction Environmental Management Plan	
CC.4	<ul style="list-style-type: none"> (a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose 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. (c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (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) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management;

	<ul style="list-style-type: none"> (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required. <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Network Utility Management Plan	
CC.6	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) 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; (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) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Transpower	
CC.7	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

CC.8	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.9	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line and 10.5m for the HLY-OTA-A 220kV line.
CC.10	Temporary and permanent works shall be designed to maintain a comparable standard of access to the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.11	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.12	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.13	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 15(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.14	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.15	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.7 – CC.10 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to:

	<ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.16	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.17	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or (b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.18	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.15 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Mana Whenua	
MW.1	<ul style="list-style-type: none"> (a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with Relevant Iwi Authorities. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to Mana Whenua and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) Requirements and protocols for cultural inductions for contractors and subcontractors;

	<ul style="list-style-type: none"> (ii) Identification of sites and areas where cultural monitoring is required during particular Construction Works; (iii) Identification of personnel nominated by the project Relevant Iwi Authorities to undertake cultural monitoring, including any geographic definition of their responsibilities; and (iv) Details of personnel nominated by the project Relevant Iwi Authorities to assist with management of any issues identified during cultural monitoring. <p>ADVICE NOTE:</p> <p><i>For the purposes of the Project, RIAs are considered to be members of the Southern Iwi Integration Group.</i></p>
Historic Heritage Management Plan	
HH.1	<ul style="list-style-type: none"> (a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua. (b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (c) To achieve the purpose, the HHMP shall identify: <ul style="list-style-type: none"> (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Known archaeological sites 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; (iii) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (iv) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (v) Roles, responsibilities and contact details of Project personnel, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) Provision for access for mana whenua to carry out tikanga and cultural protocols; (vii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (viii) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA;

	<ul style="list-style-type: none"> (ix) Measures for secure on-site storage and archiving of any archaeological materials; (x) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and (xi) Methods for appropriate public dissemination of knowledge gained from heritage investigations. <p>(d) At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
Construction noise and vibration management plan	
CNV.1	<ul style="list-style-type: none"> (a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose 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 CNV.2 and CN.3 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: <ul style="list-style-type: none"> (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) management and mitigation options, and identification of the Best Practicable Option; (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) identification of areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;
- (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition CNV.1(c)(x)];
- (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 CNVMP, Schedules and the best practicable option for management of effects are being implemented; and
- (xiv) requirements for review and update of the CNVMP.

Noise Criteria

CNV.2

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a

		1800 - 0730	80	n/a
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Vibration Criteria

CNV.3

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

Table CNV.1 Construction vibration criteria

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

**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 CNV.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition CNV.4 shall apply.
- (c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed 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.

CNV.4

- (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
- (i) construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2;
 - (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CNV.3.
- (b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity

	<p>beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (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 CNV.2 and CNV.3; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) 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.</p>
Construction traffic management plan	
CT.1	<ul style="list-style-type: none"> (a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro) and KiwiRail. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport ; (ii) measures to manage 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 schools 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) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Park Estate Road and Bremner Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;

	<ul style="list-style-type: none"> (vi) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (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) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with Waka Kotahi's Code of Practice for Temporary Traffic Management; (x) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xi) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
CT.2	<p>Consultation with Auckland Transport shall be undertaken at the earliest opportunity with regard to the preferred option for the SH1 Bremner Road Overbridge and Jesmond Bridge replacement works to ensure:</p> <ul style="list-style-type: none"> (a) That passenger transport services can be efficiently provided on the road network; and (b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.
Urban Design and Landscape Framework	
LV.1	<p>Project planting shall be fully implemented by the completion of the first planting season following the completion of Project works.</p>
LV.2	<p>Any project planting that fails to establish, or that decline or die within 2 years, must be replaced to the satisfaction of the Manager. The replacement trees must be of similar grade and size to that originally planted.</p>

Arboricultural	
AB.1	All works within the protected root zone of trees to be retained shall be supervised. Works within the protected root zone shall be undertaken as set out in the Arboricultural Assessment prepared by Peers Brown Miller Limited, dated September 2020.
AB.2	There shall be no storage (or temporary storage) of materials, machinery and equipment within the protected root zone of any protected tree.

Attachments

No attachments.