

## [# Council to allocate #] Drury South Interchange Connections

Designation Number	[# Council to allocate #]
Requiring Authority	New Zealand Transport Agency
Location	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.

### Purpose

Construction, operation, and maintenance of a State Highway.

### Conditions

#### 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 Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
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

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
CTMP	Construction Traffic Management Plan
ELIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project 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	NZ Transport Agency Waka Kotahi
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.

Abbreviation/term	Meaning/definition
SCEMP	Stakeholder Communication and Engagement Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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 or Stage, 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.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

## Conditions

Ref.	Condition
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>GC.4</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
<b>GC.5</b>	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
<b>GC.6</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>

Ref.	Condition
<b>Pre-construction conditions (PC)</b>	
Pre-construction site meeting	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre-construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	<p>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project</li> <li>(c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> <li>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</li> </ul>

Ref.	Condition
Management Plans	
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Great South Road;</li> <li>(b) Quarry Road,</li> <li>(c) Maketu Road, and,</li> <li>(d) Harrison Road.</li> </ul> <p>NZTA 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> <p><b>ADVICE NOTE:</b></p> <p>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.</p>
Stakeholder Communication and Engagement Management Plan (SCEMP)	

Ref.	Condition
<b>PC.6</b>	<p>(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) 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 SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> <p>(d) any SCEMP 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>
Urban and Landscape Design Management Plan (ULDMP)	
<b>PC.7</b>	<p>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(d) Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> <li>(e) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> </li> <li>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project: <ul style="list-style-type: none"> <li>(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul> </li> </ul>

Ref.	Condition
	<p>(vii) Retains mature trees and native vegetation, where practicable.</p> <p>(g) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(h) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p>(i) Details to demonstrate how the design of the bridge structure over the Hingaia Stream responds to its environment.</p> <p>(j) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. Street trees, shrubs and ground cover suitable for the location;</li> <li>C. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. Planting of stormwater wetlands;</li> <li>E. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>F. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces;</li> <li>(iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> </ul> </li> </ul>

Ref.	Condition
	E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Network Utilities Integration	
PC.8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
<b>OPW.1</b>	<p>(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).</p>
Existing Property Access	
<b>OPW.2</b>	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.
<b>Construction Conditions (CC)</b>	
General	
<b>CC.1</b>	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
<b>CC.2</b>	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

Ref.	Condition
<b>CC.3</b>	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.
<b>CC.3A</b>	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise land-modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
<b>CC.4</b>	<ul style="list-style-type: none"> <li>(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</li> <li>(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.</li> <li>(c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> </ul> </li> </ul>

Ref.	Condition
	<p>(xiii) methods for amending and updating the CEMP as required;</p> <p>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</p> <p>(xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to:</p> <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> <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.</p> <p>(e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>
<b>CC.5</b>	<p>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.</p>
Complaints Management Process	
<b>CC.6</b>	<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"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <p>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.</p>
<b>CC.7</b>	<p>Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.</p>

Ref.	Condition
Network Utility Management Plan	
<b>CC.8</b>	<p>(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
<b>CC.11</b>	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, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
<b>CC.12</b>	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
<b>CC.13</b>	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.

Ref.	Condition
<b>CC.14</b>	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.
Transpower Infrastructure Management Plan	
<b>CC.15</b>	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
<b>CC.16</b>	The purpose of the TIMP 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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> </ul> </li> </ul>

Ref.	Condition
	E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.19</b>	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either: <ul style="list-style-type: none"> <li>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</li> <li>(b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.</li> </ul>
<b>CC.20</b>	Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above. <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<ul style="list-style-type: none"> <li>(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 the NZTA Southern IIG.</li> <li>(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 the NZTA Southern IIG and to minimise potential adverse effects on these values.</li> <li>(c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul> </li> </ul>

Ref.	Condition
	<p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
<b>CC.22</b>	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. 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.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;</li> <li>(v) 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;</li> <li>(vi) 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 Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;</li> <li>(vii) 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;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(viii) 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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management;</li> <li>(xi) 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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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 CC.24 and CC.25 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 NZTA 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"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li data-bbox="416 257 1294 286">(iv) identification of receivers where noise and vibration standards apply;</li> <li data-bbox="416 309 1257 371">(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="416 394 1358 456">(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="416 479 1362 618">(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;</li> <li data-bbox="416 640 1007 669">(viii) contact details of the Project Liaison Person;</li> <li data-bbox="416 692 1374 790">(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;</li> <li data-bbox="416 813 1369 952">(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];</li> <li data-bbox="416 974 1321 1072">(xi) 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;</li> <li data-bbox="416 1095 1369 1193">(xii) 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</li> <li data-bbox="416 1216 1086 1245">(xiii) requirements for review and update of the CNVMP.</li> </ul>

## Noise Criteria

### CC.24

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:

**Table CC.24.1 Construction noise criteria**

Day of week	Time	dB L <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
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
<b>Other occupied buildings</b>			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

- (a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

## Vibration Criteria

### CC.25

- (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 CC.25.1 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 CC.24.1 is not practicable, then the methodology in Condition CC.23 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.

### CC.26

- (a) 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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;
  - construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.
- (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 beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- construction activity location, start and finish times;
  - the nearest neighbours to the construction activity;

	<ul style="list-style-type: none"> <li>(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 CC.24 and CC.25;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <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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#### Historic Heritage Management Plan

<b>CC.27</b>	<ul style="list-style-type: none"> <li>(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG.</li> <li>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> <li>(i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul> </li> <li>(ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the</li> </ul> </li> </ul>
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	<p>proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>A. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>B. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <ol style="list-style-type: none"> <li>i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives.</li> </ol> <p>(c) NZTA 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>
Pre-Construction Ecological Survey	
<b>CC.28</b>	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ol style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</li> <li>(ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions.</li> </ol> <p>(d) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).</p>
Ecological Management Plan (EMP)	
<b>CC.29</b>	<p>(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas</p>

as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:

- (i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:
  - A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.
  - B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
  - C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;
  - D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);
  - E. Details of measures to minimise operational disturbance from light spill; and
  - F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.
- (ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):
  - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and
  - B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.
- (iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:
  - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
  - B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
  - C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
  - D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include:

	<ul style="list-style-type: none"> <li>i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</li> <li>ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>(i) Stream and/or wetland restoration plans;</li> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
<b>Operational Conditions (OC)</b>	
Low Noise Road Surface	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

## Attachments

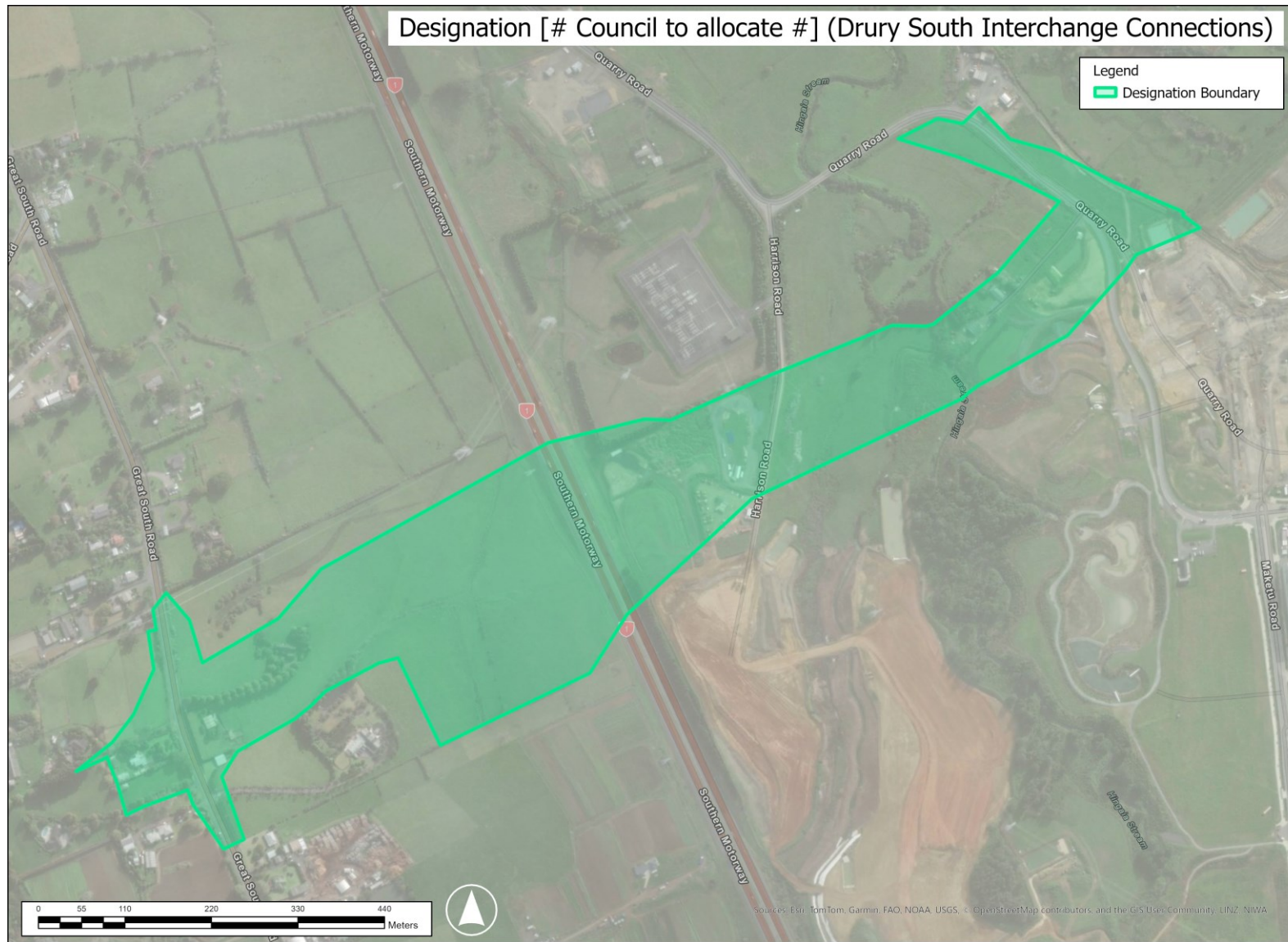
### **Schedule 1: General Accordance Plans and Information**

#### Project Description:

The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

## Concept Plan



## Schedule 2: Ecology

### Identified Biodiversity Areas

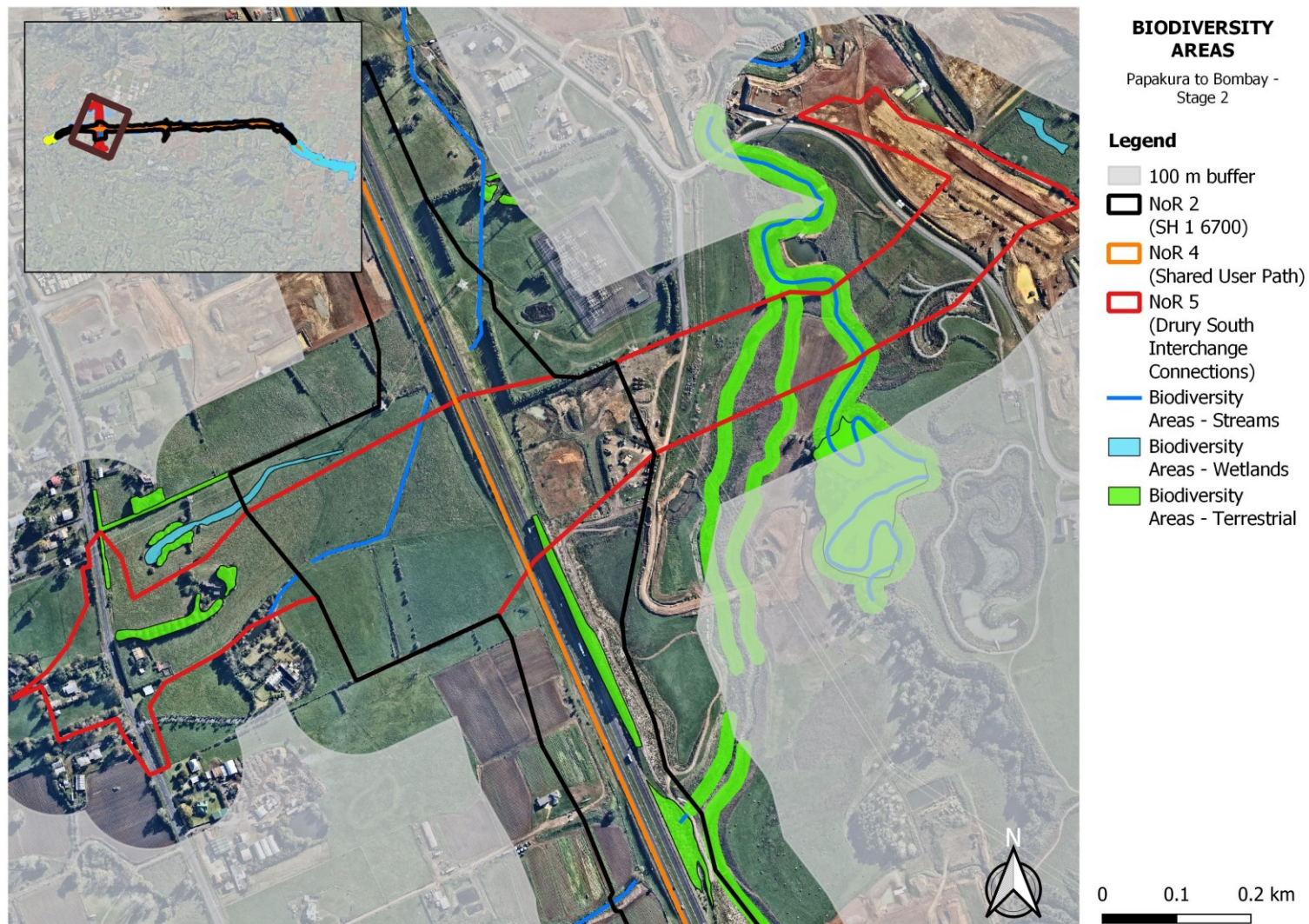


Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

**Table 10. Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ► Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

**Attachment B**

**New Zealand Transport Agency Schedule and designation**

**6784 Drury South Interchange Connections**

**(Underscored)**

## Designation Schedule - New Zealand Transport Agency

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

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

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

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

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

## 6784 Drury South Interchange Connections

<u>Designation Number</u>	<u>6784</u>
<u>Requiring Authority</u>	<u>New Zealand Transport Agency</u>
<u>Location</u>	<u>Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west.</u>
<u>Lapse Date</u>	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.</u>

## Purpose

Construction, operation, and maintenance of a State Highway.

## Conditions

### Definitions and Explanation of Terms

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

<u>Abbreviation/term</u>	<u>Meaning/definition</u>
<u>AEE</u>	<u>The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project</u>
<u>Application</u>	<u>The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024</u>
<u>AUP</u>	<u>Auckland Unitary Plan Operative in Part</u>
<u>Best Practicable Option</u>	<u>Has the same meaning as in section 2 of the RMA 1991.</u>
<u>Biodiversity Area</u>	<u>Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.</u>
<u>CEMP</u>	<u>Construction Environmental Management Plan</u>
<u>CNVMP</u>	<u>Construction Noise and Vibration Management Plan</u>
<u>CMP</u>	<u>Cultural Management Plan</u>
<u>Completion of Construction</u>	<u>When construction of the Project (or the relevant part of the Project) is complete and it is available for use.</u>
<u>Construction Works</u>	<u>Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.</u>
<u>Council</u>	<u>Auckland Council</u>
<u>CTMP</u>	<u>Construction Traffic Management Plan</u>

<b><u>Abbreviation/term</u></b>	<b><u>Meaning/definition</u></b>
<u>ELIANZ</u>	<u>Environment Institute of Australia and New Zealand</u>
<u>EMP</u>	<u>Ecological Management Plan</u>
<u>Enabling Works</u>	<u>Includes the following and similar activities:</u> <ul style="list-style-type: none"> <li>• <u>Geotechnical investigations and land investigations, including formation of access on land for investigations;</u></li> <li>• <u>Establishing site yards, site offices, site entrances and fencing;</u></li> <li>• <u>Constructing site access roads;</u></li> <li>• <u>Relocation of services;</u></li> <li>• <u>Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</u></li> </ul>
<u>HHMP</u>	<u>Historic Heritage Management Plan</u>
<u>Historic Heritage</u>	<u>Meaning as in the Resource Management Act 1991</u>
<u>HNZPT</u>	<u>Heritage New Zealand Pouhere Taonga</u>
<u>Manager</u>	<u>The Manager – Resource Consents, of Auckland Council, or authorised delegate.</u>
<u>Network Utility Operator</u>	<u>Has the same meaning as set out in section 166 of the RMA</u>
<u>NOR</u>	<u>Notice(s) of Requirement</u>
<u>NUMP</u>	<u>Network Utility Management Plan</u>
<u>NZTA</u>	<u>NZ Transport Agency Waka Kotahi</u>
<u>NZTA Southern Iwi Integration Group (IIG)</u>	<u>A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.</u>
<u>Outline Plan of Works</u>	<u>An outline plan prepared in accordance with section 176A of the RMA.</u>
<u>Project</u>	<u>The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.</u>
<u>Project Liaison Person</u>	<u>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.</u>
<u>Requiring Authority</u>	<u>NZ Transport Agency Waka Kotahi</u>
<u>RMA</u>	<u>Resource Management Act 1991</u>
<u>Schedule</u>	<u>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.</u>
<u>SCEMP</u>	<u>Stakeholder Communication and Engagement Management Plan</u>

<b><u>Abbreviation/term</u></b>	<b><u>Meaning/definition</u></b>
<u>SUP</u>	<u>Shared use path</u>
<u>Specific Area</u>	<u>Specific Area relates to a particular site within the Stage 2 works areas.</u>
<u>Stage of Work</u>	<u>Any physical works that require the development of an Outline Plan.</u>
<u>Start of Construction</u>	<u>The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.</u>
<u>Suitably Qualified Person</u>	<u>A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.</u>
<u>TIMP</u>	<u>Transpower Infrastructure Management Plan</u>
<u>TMP</u>	<u>Tree Management Plan</u>
<u>ULDF</u>	<u>Urban and Landscape Design Framework</u>
<u>ULDMP</u>	<u>Urban and Landscape Design Management Plan</u>

## **Conditions**

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
<b><u>General Conditions (GC)</u></b>	
<u>Activity in General Accordance with Plans and Information</u>	
<b><u>GC.1</u></b>	<p>(a) <u>Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</u></p> <p>(b) <u>Where there is inconsistency between:</u></p> <ul style="list-style-type: none"> <li>(i) <u>the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</u></li> <li>(ii) <u>the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.</u></li> </ul>
<u>Project Information</u>	
<b><u>GC.2</u></b>	<p>(a) <u>A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</u></p> <ul style="list-style-type: none"> <li>(i) <u>the status of the Project;</u></li> <li>(ii) <u>anticipated construction timeframes;</u></li> <li>(iii) <u>contact details for enquiries;</u></li> </ul>

<b>Ref.</b>	<b>Condition</b>
	<ul style="list-style-type: none"> <li>(iv) <u>the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation;</u></li> <li>(v) <u>a subscription service to enable receipt of project updates by email; and</u></li> <li>(vi) <u>when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</u></li> </ul> <p>(b) <u>At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</u></p>
<u>Designation Review</u>	
<b>GC.3</b>	<p>(a) <u>As soon as practicable following Completion of Construction the Requiring Authority shall:</u></p> <ul style="list-style-type: none"> <li>(i) <u>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</u></li> <li>(ii) <u>give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</u></li> </ul>
<b>GC.4</b>	<u>The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.</u>
<u>Designation Lapse</u>	
<b>GC.5</b>	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</u>
<u>Network Utility Operators (Section 176 Approval)</u>	
<b>GC.6</b>	<p>(a) <u>Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</u></p> <ul style="list-style-type: none"> <li>(i) <u>operation, maintenance and urgent repair works;</u></li> <li>(ii) <u>minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</u></li> <li>(iii) <u>minor works such as new service connections; and</u></li> <li>(iv) <u>the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility.</u></li> </ul> <p>(b) <u>To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</u></p>
<b><u>Pre-construction conditions (PC)</u></b>	
<u>Pre-construction site meeting</u>	

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
<b><u>PC.1</u></b>	<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"> <li>(a) <u>The meeting shall be located on the Project site unless otherwise agreed;</u></li> <li>(b) <u>The meeting shall include representation from the contractor who will undertake the works;</u></li> <li>(c) <u>The following information shall be made available at the pre-construction meeting:</u> <ul style="list-style-type: none"> <li>(i) <u>Conditions of consent;</u></li> <li>(ii) <u>Timeframes for key stages of the works authorised under this consent;</u></li> <li>(iii) <u>Contact details of the site contractor and other key contractors;</u></li> <li>(iv) <u>All relevant management plans; and</u></li> </ul> </li> <li>(d) <u>Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</u></li> </ul>
<b><u>PC.2</u></b>	<p><u>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</u></p>
<u>Outline Plan(s) of Works (designation)</u>	
<b><u>PC.3</u></b>	<ul style="list-style-type: none"> <li>(a) <u>An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</u></li> <li>(b) <u>Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project</u></li> <li>(c) <u>Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG:</u> <ul style="list-style-type: none"> <li>(i) <u>Construction Traffic Management Plan (CTMP);</u></li> <li>(ii) <u>Construction Noise and Vibration Management Plan (CNVMP);</u></li> <li>(iii) <u>Construction Environmental Management Plan (CEMP);</u></li> <li>(iv) <u>Historic Heritage Management Plan (HHMP);</u></li> <li>(v) <u>Ecological Management Plan (EMP);</u></li> <li>(vi) <u>Tree Management Plan (TMP);</u></li> <li>(vii) <u>Urban and Landscape Design Management Plan (ULDMP); and</u></li> <li>(viii) <u>Network Utility Management Plan (NUMP).</u></li> </ul> </li> <li>(d) <u>The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</u></li> </ul>
<u>Management Plans</u>	
<b><u>PC.4</u></b>	<ul style="list-style-type: none"> <li>(a) <u>Any management plan shall:</u></li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) <u>Be prepared and implemented in accordance with the relevant management plan condition;</u></li> <li>(ii) <u>Be prepared by a Suitably Qualified Person(s);</u></li> <li>(iii) <u>Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</u></li> <li>(iv) <u>The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have been incorporated; and where not incorporated the reasons why.</u></li> <li>(v) <u>Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</u></li> <li>(vi) <u>Once finalised, uploaded to the Project website or equivalent virtual information source.</u></li> </ul> <p>(b) <u>Any management plan developed in accordance with Condition PC.3 may:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</u></li> <li>(ii) <u>Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</u></li> <li>(iii) <u>If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision;</u></li> </ul> <p>(c) <u>Any material changes to the SCEMPs, are to be submitted to the Council for information.</u></p>
<b><u>PC.5</u></b>	<p><u>Prior to the lodgement of any outline plan of works for activities on the following roads</u></p> <ul style="list-style-type: none"> <li>(a) <u>Great South Road;</u></li> <li>(b) <u>Quarry Road,</u></li> <li>(c) <u>Maketu Road, and,</u></li> <li>(d) <u>Harrison Road.</u></li> </ul> <p><u>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</u></p> <p><b><u>ADVICE NOTE:</u></b></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.</u></p>
<u>Stakeholder Communication and Engagement Management Plan (SCEMP)</u>	
<b><u>PC.6</u></b>	<p>(a) <u>A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</u></p>

Ref.	Condition
	<p>(b) <u>The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works.</u></p> <p>(c) <u>To achieve the purpose, the SCEMP shall include:</u></p> <ul style="list-style-type: none"> <li>(i) <u>the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</u></li> <li>(ii) <u>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;</u></li> <li>(iii) <u>methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</u></li> <li>(iv) <u>a list of stakeholders, organisations, businesses and persons who will be communicated with;</u></li> <li>(v) <u>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;</u></li> <li>(vi) <u>linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</u></li> </ul> <p>(d) <u>any SCEMP 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.</u></p>
<u>Urban and Landscape Design Management Plan (ULDMP)</u>	
<b><u>PC.7</u></b>	<p>(a) <u>A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</u></p> <p>(b) <u>The objective of the ULDMP(s) is to:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</u></li> <li>(ii) <u>Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</u></li> <li>(iii) <u>Acknowledge and recognise the whakapapa mana whenua have to the Project area.</u></li> </ul> <p>(c) <u>Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.</u></p> <p>(d) <u>Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</u></p> <p>(e) <u>The ULDMP shall be prepared in general accordance with:</u></p>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) <u>The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</u></li> <li>(ii) <u>NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</u></li> <li>(iii) <u>NZTA Landscape Guidelines (March 2018) or any subsequent version.</u></li> <li>(f) <u>To achieve the objective, the ULDMP(s) shall provide details of how the project:</u> <ul style="list-style-type: none"> <li>(i) <u>Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</u></li> <li>(ii) <u>Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to:</u> <ul style="list-style-type: none"> <li>A. <u>how to protect and enhance connections to the Māori cultural landscape;</u></li> <li>B. <u>how and where accurate historical signage can be provided along the corridor;</u></li> <li>C. <u>how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</u></li> <li>D. <u>how opportunities to utilise flora and fauna with a specific connection to the area are provided;</u></li> </ul> </li> <li>(iii) <u>Is consistent with an integrated stormwater management approach which prioritises in the following order:</u> <ul style="list-style-type: none"> <li>A. <u>opportunities for ki uta ki tai (a catchment scale approach);</u></li> <li>B. <u>opportunities for net catchment benefit;</u></li> <li>C. <u>green infrastructure and nature-based solutions; and</u></li> <li>D. <u>opportunities for low maintenance design.</u></li> </ul> </li> <li>(iv) <u>Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges;</u></li> <li>(v) <u>Promotes inclusive access (where appropriate); and</u></li> <li>(vi) <u>Promotes a sense of personal safety by aligning with best practice guidelines, such as:</u> <ul style="list-style-type: none"> <li>A. <u>Crime Prevention Through Environmental Design (CPTED) principles;</u></li> <li>B. <u>Safety in Design (SID) requirements; and</u></li> <li>C. <u>Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</u></li> </ul> </li> <li>(vii) <u>Retains mature trees and native vegetation, where practicable.</u></li> </ul> </li> <li>(g) <u>The ULDMP(s) shall include:</u></li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) <u>A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</u></li> <li>(ii) <u>Developed design concepts, including principles for walking and cycling facilities and public transport; and</u></li> <li>(iii) <u>Landscape and urban design details.</u></li> <li>(h) <u>Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</u></li> <li>(i) <u>Details to demonstrate how the design of the bridge structure over the Hingaia Stream responds to its environment.</u></li> <li>(j) <u>The ULDMP shall also include the following planting details and maintenance requirements:</u> <ul style="list-style-type: none"> <li>(i) <u>planting design details including:</u> <ul style="list-style-type: none"> <li>A. <u>Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). Where practicable, mature trees and native vegetation should be retained;</u></li> <li>B. <u>Street trees, shrubs and ground cover suitable for the location;</u></li> <li>C. <u>Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</u></li> <li>D. <u>Planting of stormwater wetlands;</u></li> <li>E. <u>Integration of any planting requirements required by conditions of any resource consents for the project; and</u></li> <li>F. <u>Re-instatement planting of construction and site compound areas as appropriate.</u></li> </ul> </li> <li>(ii) <u>Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces;</u></li> <li>(iii) <u>A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</u></li> <li>(iv) <u>Detailed specifications relating to the following:</u> <ul style="list-style-type: none"> <li>A. <u>Weed control and clearance;</u></li> <li>B. <u>Pest animal management (to support plant establishment);</u></li> <li>C. <u>Ground preparation (top soiling and decompaction);</u></li> <li>D. <u>Mulching; and</u></li> <li>E. <u>Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</u></li> </ul> </li> </ul> </li> </ul>

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
<b><u>Network Utilities Integration</u></b>	
<b><u>PC.8</u></b>	<u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.</u>
<b><u>Specific Outline Plan Requirements (OPW)</u></b>	
<b><u>Flood</u></b>	
<b><u>OPW.1</u></b>	<p>(a) <u>The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement.</u></p> <p>(b) <u>Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).</u></p>
<b><u>Existing Property Access</u></b>	
<b><u>OPW.2</u></b>	<u>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.</u>
<b><u>Construction Conditions (CC)</u></b>	
<b><u>General</u></b>	
<b><u>CC.1</u></b>	<u>Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.</u>
<b><u>CC.2</u></b>	<u>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</u>

Ref.	Condition
<b><u>CC.3</u></b>	<u>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.</u>
<b><u>CC.3A</u></b>	<u>The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise land-modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.</u>
<b><u>Construction Environmental Management Plan</u></b>	
<b><u>CC.4</u></b>	<ul style="list-style-type: none"> <li>(a) <u>A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</u></li> <li>(b) <u>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.</u></li> <li>(c) <u>To achieve the purpose, the CEMP shall include:</u> <ul style="list-style-type: none"> <li>(i) <u>the roles and responsibilities of staff and contractors;</u></li> <li>(ii) <u>details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</u></li> <li>(iii) <u>the Construction Works programmes and the staging approach, and the proposed hours of work;</u></li> <li>(iv) <u>the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</u></li> <li>(v) <u>the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</u></li> <li>(vi) <u>methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</u></li> <li>(vii) <u>methods for providing for the health and safety of the general public;</u></li> <li>(viii) <u>measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</u></li> <li>(ix) <u>procedures for incident management;</u></li> <li>(x) <u>procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</u></li> <li>(xi) <u>measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</u></li> <li>(xii) <u>procedures for responding to complaints about Construction Works;</u></li> <li>(xiii) <u>methods for amending and updating the CEMP as required;</u></li> </ul> </li> </ul>

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
	<p>(xiv) <u>methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</u></p> <p>(xv) <u>confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to:</u></p> <p style="padding-left: 40px;">A. <u>construction activities undertaken outside of flood plains and overland flow paths where practicable;</u></p> <p style="padding-left: 40px;">B. <u>scheduling of construction activities during dry periods; and</u></p> <p style="padding-left: 40px;">C. <u>staging of construction activities.</u></p> <p>(d) <u>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.</u></p> <p>(e) <u>The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</u></p>
<b><u>CC.5</u></b>	<u>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.</u>
<b><u>Complaints Management Process</u></b>	
<b><u>CC.6</u></b>	<p>(a) <u>At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</u></p> <p style="padding-left: 40px;">(i) <u>The date, time and nature of the complaint;</u></p> <p style="padding-left: 40px;">(ii) <u>The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</u></p> <p style="padding-left: 40px;">(iii) <u>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;</u></p> <p style="padding-left: 40px;">(iv) <u>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)</u></p> <p style="padding-left: 40px;">(v) <u>The outcome of the investigation into the complaint;</u></p> <p style="padding-left: 40px;">(vi) <u>Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</u></p> <p><u>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</u></p>
<b><u>CC.7</u></b>	<u>Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.</u>
<b><u>Network Utility Management Plan</u></b>	

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
<b><u>CC.8</u></b>	<p>(a) <u>A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</u></p> <p>(b) <u>The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</u></p> <p>(c) <u>To achieve the objective, the NUMP shall include methods to:</u></p> <p style="padding-left: 20px;">(i) <u>Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p style="padding-left: 20px;">(ii) <u>Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;</u></p> <p>(d) <u>The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</u></p> <p>(e) <u>The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p>(f) <u>Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p>(g) <u>Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p>
<u>Transpower</u>	
<b><u>CC.9</u></b>	<u>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).</u>
<b><u>CC.10</u></b>	<u>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, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.</u>
<b><u>CC.11</u></b>	<u>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, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.</u>
<b><u>CC.12</u></b>	<u>Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.</u>
<b><u>CC.13</u></b>	<u>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.</u>

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
<b><u>CC.14</u></b>	<u>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.</u>
<u>Transpower Infrastructure Management Plan</u>	
<b><u>CC.15</u></b>	<u>A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.</u>
<b><u>CC.16</u></b>	<u>The purpose of the TIMP 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.</u>
<b><u>CC.17</u></b>	<p>(a) <u>To achieve the purpose, the TIMP shall include:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</u></li> <li>(ii) <u>Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets:</u> <ul style="list-style-type: none"> <li>A. <u>Bombay to Otahuhu A (BOB-OTA-A) 110kV</u></li> <li>B. <u>Glenbrook – Deviation A (GLN-DEV-A) 220 KV</u></li> <li>C. <u>Huntly to Otahuhu A (HLY-OTA-A) 220kV</u></li> </ul> </li> <li>(iii) <u>Proposed staff and contractor training for those working near the transmission assets.</u></li> <li>(iv) <u>Proposed methods to comply with Conditions CC.9 – CC.12 above;</u></li> <li>(v) <u>Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</u></li> <li>(vi) <u>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).</u></li> <li>(vii) <u>Proposed methods to:</u> <ul style="list-style-type: none"> <li>A. <u>Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times;</u></li> <li>B. <u>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;</u></li> <li>C. <u>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;</u></li> <li>D. <u>Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</u></li> </ul> </li> </ul>

<b><u>Ref.</u></b>	<b><u>Condition</u></b>
	E. <u>Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</u>
<b><u>CC.18</u></b>	<u>The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.</u>
<b><u>CC.19</u></b>	<p><u>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either:</u></p> <p>(a) <u>the Project has been designed to comply with Condition CC.9 – CC.12 above; or</u></p> <p>(b) <u>the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.</u></p>
<b><u>CC.20</u></b>	<p><u>Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above.</u></p> <p><b><u>ADVICE NOTE:</u></b></p> <p><u>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></u></p>
<b><u>Cultural Monitoring Plan</u></b>	
<b><u>CC.21</u></b>	<p>(a) <u>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 the NZTA Southern IIG.</u></p> <p>(b) <u>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 the NZTA Southern IIG and to minimise potential adverse effects on these values.</u></p> <p>(c) <u>The Cultural Monitoring Plan shall include:</u></p> <p>(i) <u>Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG;</u></p> <p>(ii) <u>Requirements and protocols for cultural inductions for contractors and subcontractors;</u></p> <p>(iii) <u>Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</u></p> <p>(iv) <u>Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</u></p> <p>(v) <u>Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</u></p>

Ref.	Condition
	<p>(d) <u>If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</u></p> <p>(e) <u>A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</u></p>
<u>Construction traffic management plan</u>	
<b><u>CC.22</u></b>	<p>(a) <u>A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. 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.</u></p> <p>(b) <u>The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</u></p> <p>(c) <u>To achieve this purpose, the CTMP shall include:</u></p> <ul style="list-style-type: none"> <li>(i) <u>methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</u></li> <li>(ii) <u>measures to manage the safety of all transport users;</u></li> <li>(iii) <u>the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</u></li> <li>(iv) <u>methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;</u></li> <li>(v) <u>site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</u></li> <li>(vi) <u>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 Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;</u></li> <li>(vii) <u>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;</u></li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(viii) <u>the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</u></li> <li>(ix) <u>methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</u></li> <li>(x) <u>Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management;</u></li> <li>(xi) <u>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;</u></li> <li>(xii) <u>Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</u></li> <li>(xiii) <u>Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</u></li> </ul> <p><b><u>ADVICE NOTE:</u></b></p> <p><u>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.</u></p>
<u>Construction noise and vibration management plan</u>	
<b><u>CC.23</u></b>	<ul style="list-style-type: none"> <li>(a) <u>A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</u></li> <li>(b) <u>A CNVMP shall be implemented during the Stage of Work to which it relates.</u></li> <li>(c) <u>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 CC.24 and CC.25 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 NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</u> <ul style="list-style-type: none"> <li>(i) <u>description of the works and anticipated equipment/processes;</u></li> <li>(ii) <u>hours of operation, including times and days when construction activities would occur;</u></li> <li>(iii) <u>the construction noise and vibration standards for the Project;</u></li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li data-bbox="416 257 1294 286">(iv) <u>identification of receivers where noise and vibration standards apply;</u></li> <li data-bbox="416 309 1262 371">(v) <u>management and mitigation options, and identification of the Best Practicable Option;</u></li> <li data-bbox="416 394 1358 456">(vi) <u>methods and frequency for monitoring and reporting on construction noise and vibration;</u></li> <li data-bbox="416 479 1366 618">(vii) <u>procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</u></li> <li data-bbox="416 640 1011 669">(viii) <u>contact details of the Project Liaison Person;</u></li> <li data-bbox="416 692 1374 790">(ix) <u>procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</u></li> <li data-bbox="416 813 1374 952">(x) <u>procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];</u></li> <li data-bbox="416 974 1326 1072">(xi) <u>procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</u></li> <li data-bbox="416 1095 1374 1193">(xii) <u>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</u></li> <li data-bbox="416 1216 1086 1245">(xiii) <u>requirements for review and update of the CNVMP.</u></li> </ul>

## Noise Criteria

### **CC.24**

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:

**Table CC.24.1 Construction noise criteria**

<u>Day of week</u>	<u>Time</u>	<u>dB L<sub>Aeq</sub>(15min)</u>	<u>dB L<sub>Amax</sub></u>
<b>Buildings containing activities sensitive to noise</b>			
<u>Weekdays</u>	<u>0630 – 0730</u>	<u>60</u>	<u>75</u>
	<u>0730 – 1800</u>	<u>75</u>	<u>90</u>
	<u>1800 – 2000</u>	<u>70</u>	<u>85</u>
	<u>2000 – 0630</u>	<u>45</u>	<u>75</u>
<u>Saturdays</u>	<u>0630 – 0730</u>	<u>45</u>	<u>75</u>
	<u>0730 – 1800</u>	<u>75</u>	<u>90</u>
	<u>1800 – 2000</u>	<u>45</u>	<u>75</u>
	<u>2000 – 0630</u>	<u>45</u>	<u>75</u>
<u>Sundays and Public Holidays</u>	<u>0630 – 0730</u>	<u>45</u>	<u>75</u>
	<u>0730 – 1800</u>	<u>55</u>	<u>85</u>
	<u>1800 – 2000</u>	<u>45</u>	<u>75</u>
	<u>2000 – 0630</u>	<u>45</u>	<u>75</u>
<b>Other occupied buildings</b>			
<u>All days</u>	<u>0730 - 1800</u>	<u>75</u>	<u>n/a</u>
	<u>1800 - 0730</u>	<u>80</u>	<u>n/a</u>

- (a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

## Vibration Criteria

### **CC.25**

- (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 CC.25.1 Construction vibration criteria**

<b><u>Receiver</u></b>	<b><u>Details</u></b>	<b><u>Category A</u></b>	<b><u>Category B</u></b>
<u>Occupied Activities sensitive to noise</u>	<u>Night-time 2000h - 0630h</u>	<u>0.3mm/s ppv</u>	<u>1mm/s ppv</u>
	<u>Daytime 0630h - 2000h</u>	<u>1mm/s ppv</u>	<u>5mm/s ppv</u>
<u>Other occupied buildings</u>	<u>Daytime 0630h - 2000h</u>	<u>2mm/s ppv</u>	<u>5mm/s ppv</u>
<u>All other buildings</u>	<u>At all other times</u> <u>Vibration transient</u>	<u>5mm/s ppv</u>	<u>BS 5228-2*</u> <u>Table B2</u>
	<u>At all other times</u> <u>Vibration continuous</u>	<u>5mm/s ppv</u>	<u>BS 5228-2*</u> <u>50% of Table B2 values</u>

\*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 CC.24.1 is not practicable, then the methodology in Condition CC.23 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.

### **CC.26**

- (a) 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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;
  - construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.
- (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 beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- construction activity location, start and finish times;
  - the nearest neighbours to the construction activity;

	<ul style="list-style-type: none"> <li>(iii) <u>the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25;</u></li> <li>(iv) <u>the proposed mitigation;</u></li> <li>(v) <u>the proposed communication with neighbours; and</u></li> <li>(vi) <u>location, times and types of monitoring.</u></li> </ul> <p>(c) <u>The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</u></p>
<b>Historic Heritage Management Plan</b>	
<b><u>CC.27</u></b>	<ul style="list-style-type: none"> <li>(a) <u>A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG.</u></li> <li>(b) <u>The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</u> <ul style="list-style-type: none"> <li>(i) <u>methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</u> <ul style="list-style-type: none"> <li>A. <u>security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</u></li> <li>B. <u>methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</u></li> <li>C. <u>known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</u></li> <li>D. <u>any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</u></li> <li>E. <u>roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</u></li> <li>F. <u>specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</u></li> </ul> </li> <li>(ii) <u>The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the</u></li> </ul> </li> </ul>

	<p><u>proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</u></p> <p>A. <u>methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</u></p> <p>B. <u>methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</u></p> <p>i. <u>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</u></p> <p>ii. <u>training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives.</u></p> <p>(c) <u>NZTA 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.</u></p>
<u>Pre-Construction Ecological Survey</u>	
<b><u>CC.28</u></b>	<p>(a) <u>Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</u></p> <p>(i) <u>Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</u></p> <p>(ii) <u>Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions.</u></p> <p>(d) <u>If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).</u></p>
<u>Ecological Management Plan (EMP)</u>	
<b><u>CC.29</u></b>	<p>(a) <u>An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas</u></p>

as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:

(i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:

- A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.
- B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
- C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;
- D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);
- E. Details of measures to minimise operational disturbance from light spill; and
- F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.

(ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):

- A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and
- B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.

(iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:

- A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
- B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds;
- C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
- D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include:

	<ul style="list-style-type: none"> <li>i. <u>a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</u></li> <li>ii. <u>monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</u></li> <li>iii. <u>minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</u></li> <li>iv. <u>adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</u></li> <li>v. <u>minimising light spill from construction areas into Wetlands.</u></li> </ul> <p><b><u>ADVICE NOTE:</u></b>  <u>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Stream and/or wetland restoration plans;</u></li> <li>(ii) <u>Vegetation restoration plans; and</u></li> <li>(iii) <u>Fauna management plans (eg avifauna, herpetofauna, bats).</u></li> </ul>
<b><u>Operational Conditions (OC)</u></b>	
<u>Low Noise Road Surface</u>	
<b><u>ON.1</u></b>	<u>Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.</u>
<b><u>ON.2</u></b>	<u>Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.</u>

## Attachments

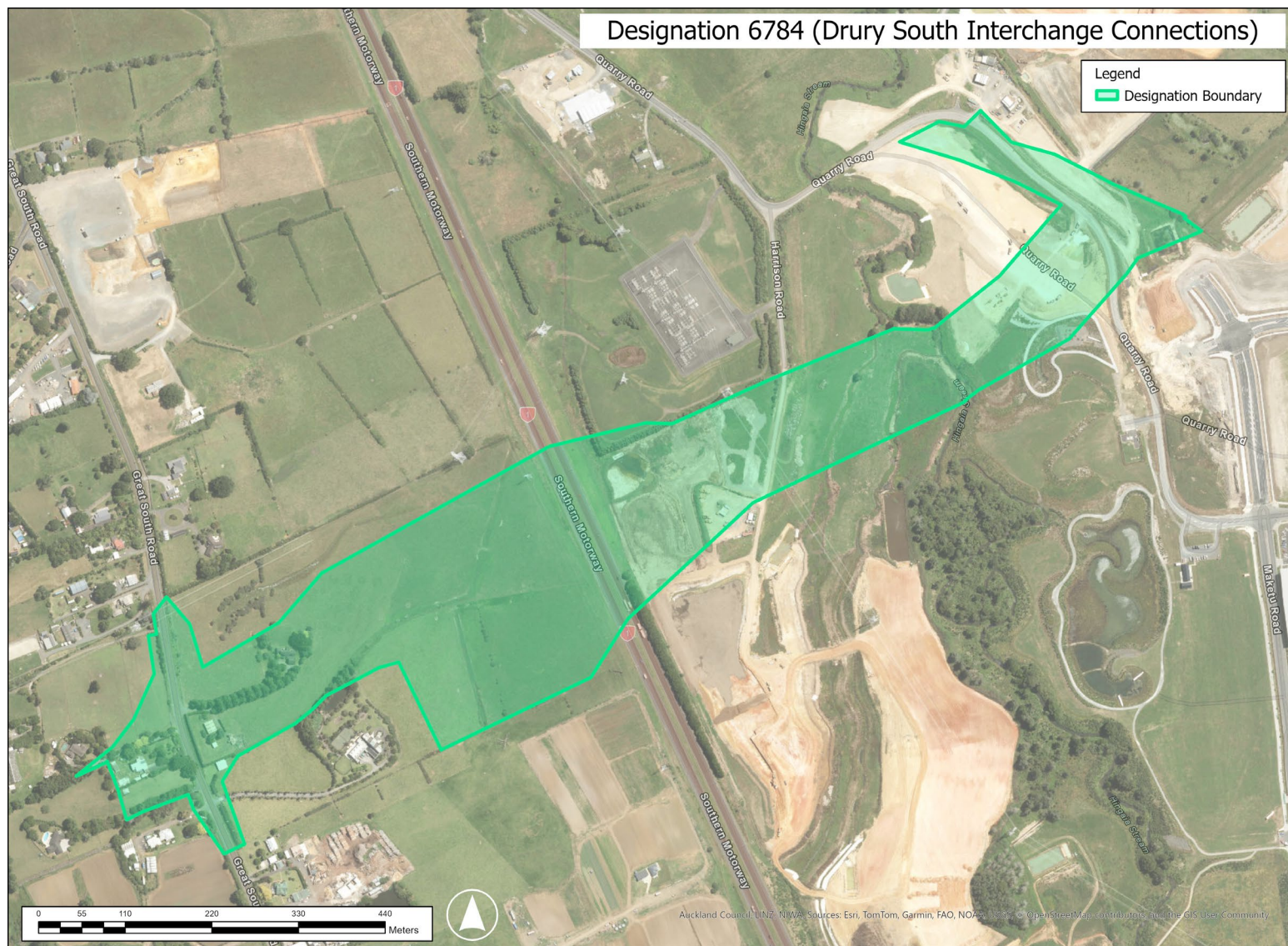
### **Schedule 1: General Accordance Plans and Information**

#### Project Description:

The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

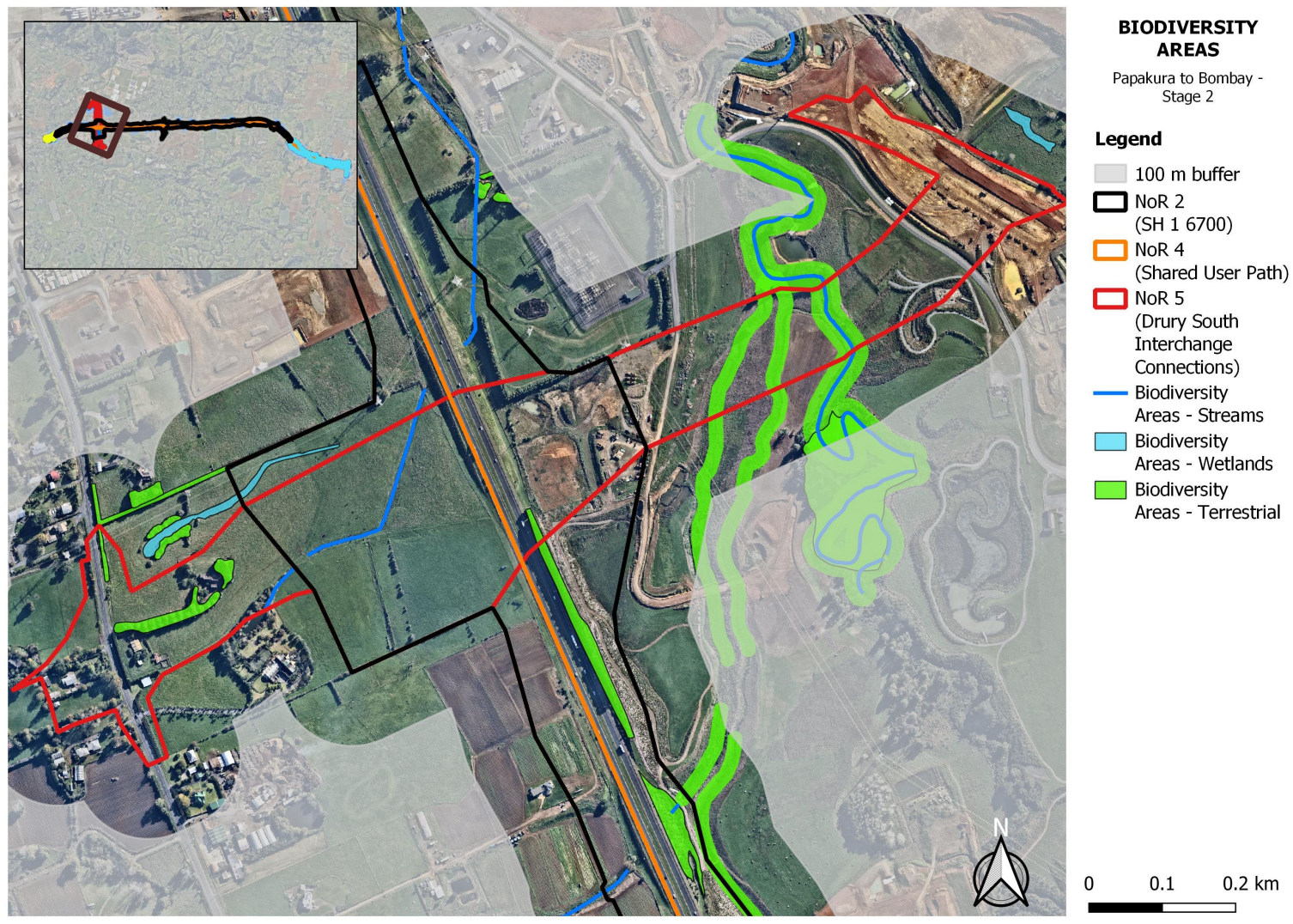
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

## Concept Plan



## Schedule 2: Ecology

### Identified Biodiversity Areas



**Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)**

**Table 10. Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ► Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

**Attachment C**

**New Zealand Transport Agency Schedule and designation**

**6784 Drury South Interchange Connections**

**(Clean)**

## Designation Schedule - New Zealand Transport Agency

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

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

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

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

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

## 6784 Drury South Interchange Connections

Designation Number	6784
Requiring Authority	New Zealand Transport Agency
Location	Adjacent State Highway 1 at Drury South, linking to Quarry Road to the east, and Great South Road to the west.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date which it is included in the AUP.

## Purpose

Construction, operation, and maintenance of a State Highway.

## Conditions

### 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 Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Biodiversity Area	Area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
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
CTMP	Construction Traffic Management Plan

<b>Abbreviation/term</b>	<b>Meaning/definition</b>
EIANZ	Environment Institute of Australia and New Zealand
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
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.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project 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	NZ Transport Agency Waka Kotahi
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.
SCEMP	Stakeholder Communication and Engagement Management Plan

Abbreviation/term	Meaning/definition
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
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 or Stage, 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.
TIMP	Transpower Infrastructure Management Plan
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

## Conditions

Ref.	Condition
<b>General Conditions (GC)</b>	
Activity in General Accordance with Plans and Information	
<b>GC.1</b>	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
Project Information	
<b>GC.2</b>	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(ii) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>GC.4</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
<b>GC.5</b>	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
<b>GC.6</b>	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the work authorised by the designation as the existing utility.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<b>Pre-construction conditions (PC)</b>	
Pre-construction site meeting	

Ref.	Condition
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>(a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>(b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>(c) The following information shall be made available at the pre-construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans; and</li> </ul> </li> <li>(d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>
<b>PC.2</b>	<p>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</p>
Outline Plan(s) of Works (designation)	
<b>PC.3</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project</li> <li>(c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: <ul style="list-style-type: none"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP),</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP); and</li> <li>(viii) Network Utility Management Plan (NUMP).</li> </ul> </li> <li>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</li> </ul>
Management Plans	
<b>PC.4</b>	<ul style="list-style-type: none"> <li>(a) Any management plan shall:</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> <li>(iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision;</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> <li>(a) Great South Road;</li> <li>(b) Quarry Road,</li> <li>(c) Maketu Road, and,</li> <li>(d) Harrison Road.</li> </ul> <p>NZTA 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> <p><b>ADVICE NOTE:</b></p> <p>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval.</p>
Stakeholder Communication and Engagement Management Plan (SCEMP)	
<b>PC.6</b>	<p>(a) A Stakeholder Communication and Engagement Management Plan (SCEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p>

Ref.	Condition
	<p>(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated and engaged with throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(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);</li> <li>(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;</li> <li>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</li> <li>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</li> <li>(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;</li> <li>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</li> </ul> <p>(d) any SCEMP 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>
Urban and Landscape Design Management Plan (ULDMP)	
<b>PC.7</b>	<p>(a) A ULDMP shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(c) Representatives of the NZTA Southern IIG shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.27 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) The principles contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024;</li> <li>(ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; and</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> <li>(iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Project Interchanges;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(vii) Retains mature trees and native vegetation, where practicable.</li> </ul> <p>(g) The ULDMP(s) shall include:</p>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> <p>(h) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p>(i) Details to demonstrate how the design of the bridge structure over the Hingaia Stream responds to its environment.</p> <p>(j) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. Identification of existing trees and vegetation that will be retained, and any planting requirements under Condition CC.29 (Ecological Management Plan). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. Street trees, shrubs and ground cover suitable for the location;</li> <li>C. Treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. Planting of stormwater wetlands;</li> <li>E. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>F. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces;</li> <li>(iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. Weed control and clearance;</li> <li>B. Pest animal management (to support plant establishment);</li> <li>C. Ground preparation (top soiling and decompaction);</li> <li>D. Mulching; and</li> <li>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul>

Ref.	Condition
Network Utilities Integration	
PC.8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase with respect to their existing assets and to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.
<b>Specific Outline Plan Requirements (OPW)</b>	
Flood	
OPW.1	<p>(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels, during a 1% AEP event, are maintained at pre-Project levels outside the designation extent or confined to stream banks existing as at the time of the submission of the Outline Plan outside the designation extent. Stream banks means the raised border to a permanent natural stream that constrains the water's usual movement.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Existing Development without climate change, pre-Project and post-Project, and Existing Development with Maximum Probable Development land use and including climate change, pre-Project and post-Project).</p>
Existing Property Access	
OPW.2	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided.
<b>Construction Conditions (CC)</b>	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
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

Ref.	Condition
<b>CC.3</b>	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.
<b>CC.3A</b>	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise land-modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
<b>CC.4</b>	<p>(a) A Construction Environmental Management Plan (CEMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(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.</p> <p>(c) To achieve the purpose, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the location, configuration and screening of construction yards to minimise visibility from sensitive activities such as residential, community and open space uses;</li> <li>(v) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works;</li> <li>(xiii) methods for amending and updating the CEMP as required;</li> </ul>

Ref.	Condition
	<p>(xiv) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</p> <p>(xv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to:</p> <ul style="list-style-type: none"> <li>A. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>B. scheduling of construction activities during dry periods; and</li> <li>C. staging of construction activities.</li> </ul> <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.</p> <p>(e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>
<b>CC.5</b>	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.
Complaints Management Process	
<b>CC.6</b>	<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"> <li>(i) The date, time and nature of the complaint;</li> <li>(ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(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)</li> <li>(v) The outcome of the investigation into the complaint;</li> <li>(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.</li> </ul> <p>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.</p>
<b>CC.7</b>	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	

Ref.	Condition
<b>CC.8</b>	<p>(a) A Network Utility Management Plan (NUMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(c) To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(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;</li> </ul> <p>(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.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Transpower	
<b>CC.9</b>	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).
<b>CC.10</b>	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, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
<b>CC.11</b>	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, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
<b>CC.12</b>	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
<b>CC.13</b>	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.

Ref.	Condition
<b>CC.14</b>	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.
Transpower Infrastructure Management Plan	
<b>CC.15</b>	A Transpower Infrastructure Management Plan (TIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The TIMP shall be prepared in consultation with Transpower.
<b>CC.16</b>	The purpose of the TIMP 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.
<b>CC.17</b>	<p>(a) To achieve the purpose, the TIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the TIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(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).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times;</li> <li>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;</li> <li>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;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> </ul> </li> </ul>

Ref.	Condition
	E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
<b>CC.18</b>	The TIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.19</b>	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the TIMP required by Condition CC.15 above has been completed and either:</p> <p>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</p> <p>(b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.</p>
<b>CC.20</b>	<p>Construction works shall be undertaken in accordance with the TIMP prepared in accordance with Condition CC.17 above.</p> <p><b>ADVICE NOTE:</b></p> <p>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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></p>
Cultural Monitoring Plan	
<b>CC.21</b>	<p>(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 the NZTA Southern IIG.</p> <p>(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 the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul>

Ref.	Condition
	<p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
<b>CC.22</b>	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. 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.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(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;</li> <li>(iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;</li> <li>(v) 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;</li> <li>(vi) 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 Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;</li> <li>(vii) 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;</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(viii) 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;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management;</li> <li>(xi) 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;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul> <p><b>ADVICE NOTE:</b></p> <p>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.</p>
Construction noise and vibration management plan	
<b>CC.23</b>	<ul style="list-style-type: none"> <li>(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work.</li> <li>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</li> <li>(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 CC.24 and CC.25 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 NZTA 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"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li data-bbox="416 257 1294 286">(iv) identification of receivers where noise and vibration standards apply;</li> <li data-bbox="416 309 1259 371">(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="416 394 1358 456">(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="416 479 1362 613">(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;</li> <li data-bbox="416 636 1007 665">(viii) contact details of the Project Liaison Person;</li> <li data-bbox="416 687 1374 786">(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;</li> <li data-bbox="416 808 1370 943">(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];</li> <li data-bbox="416 965 1326 1064">(xi) 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;</li> <li data-bbox="416 1086 1374 1184">(xii) 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</li> <li data-bbox="416 1207 1086 1236">(xiii) requirements for review and update of the CNVMP.</li> </ul>

## Noise Criteria

### CC.24

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:

**Table CC.24.1 Construction noise criteria**

Day of week	Time	dB L <sub>Aeq</sub> (15min)	dB L <sub>Amax</sub>
<b>Buildings containing activities sensitive to noise</b>			
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
<b>Other occupied buildings</b>			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

- (a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

## Vibration Criteria

### CC.25

- (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 CC.25.1 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 CC.24.1 is not practicable, then the methodology in Condition CC.23 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.

### CC.26

- (a) 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:
- construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;
  - construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.
- (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 beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- construction activity location, start and finish times;
  - the nearest neighbours to the construction activity;

	<ul style="list-style-type: none"> <li>(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 CC.24 and CC.25;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <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>
Historic Heritage Management Plan	
<b>CC.27</b>	<ul style="list-style-type: none"> <li>(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works prior to the Start of Construction of a Stage of Work. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG.</li> <li>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> <li>(i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul> </li> <li>(ii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the</li> </ul> </li> </ul>

	<p>proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>A. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>B. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <ol style="list-style-type: none"> <li>i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives.</li> </ol> <p>(c) NZTA 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>
Pre-Construction Ecological Survey	
<b>CC.28</b>	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ol style="list-style-type: none"> <li>(i) Confirming whether the species of value identified as potentially present within Biodiversity Areas identified in Schedule 2 are actually present, and;</li> <li>(ii) Confirming whether the Project will or is likely to have a moderate or greater level of ecological effect on species of value, (prior to implementation of impact management measures), with the level of effect determined in accordance with Table 10 of the EIANZ guidelines (or subsequent updated version of the table) as included in Schedule 2 to these conditions.</li> </ol> <p>(d) If the ecological survey confirms the presence of species of value in accordance with Condition CC.28(a)(i) and that moderate or greater effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas (Confirmed Biodiversity Areas).</p>
Ecological Management Plan (EMP)	
<b>CC.29</b>	<p>(a) An EMP shall be submitted with the Outline Plan of Works for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction of a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas</p>

	<p>as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> <li>(i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: <ul style="list-style-type: none"> <li>A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.</li> <li>B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> </li> <li>(ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.</li> </ul> </li> <li>(iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</li> <li>C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</li> <li>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 100m of any construction area (including laydown areas). Measures could include:</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>i. a buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</li> <li>ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the nesting buffer areas must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;</li> <li>iii. minimising the disturbance from the works if construction works are required within 100m of a nest, as advised by a Suitably Qualified Person;</li> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>ADVICE NOTE:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>(i) Stream and/or wetland restoration plans;</li> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (eg avifauna, herpetofauna, bats).</li> </ul>
<b>Operational Conditions (OC)</b>	
Low Noise Road Surface	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

## Attachments

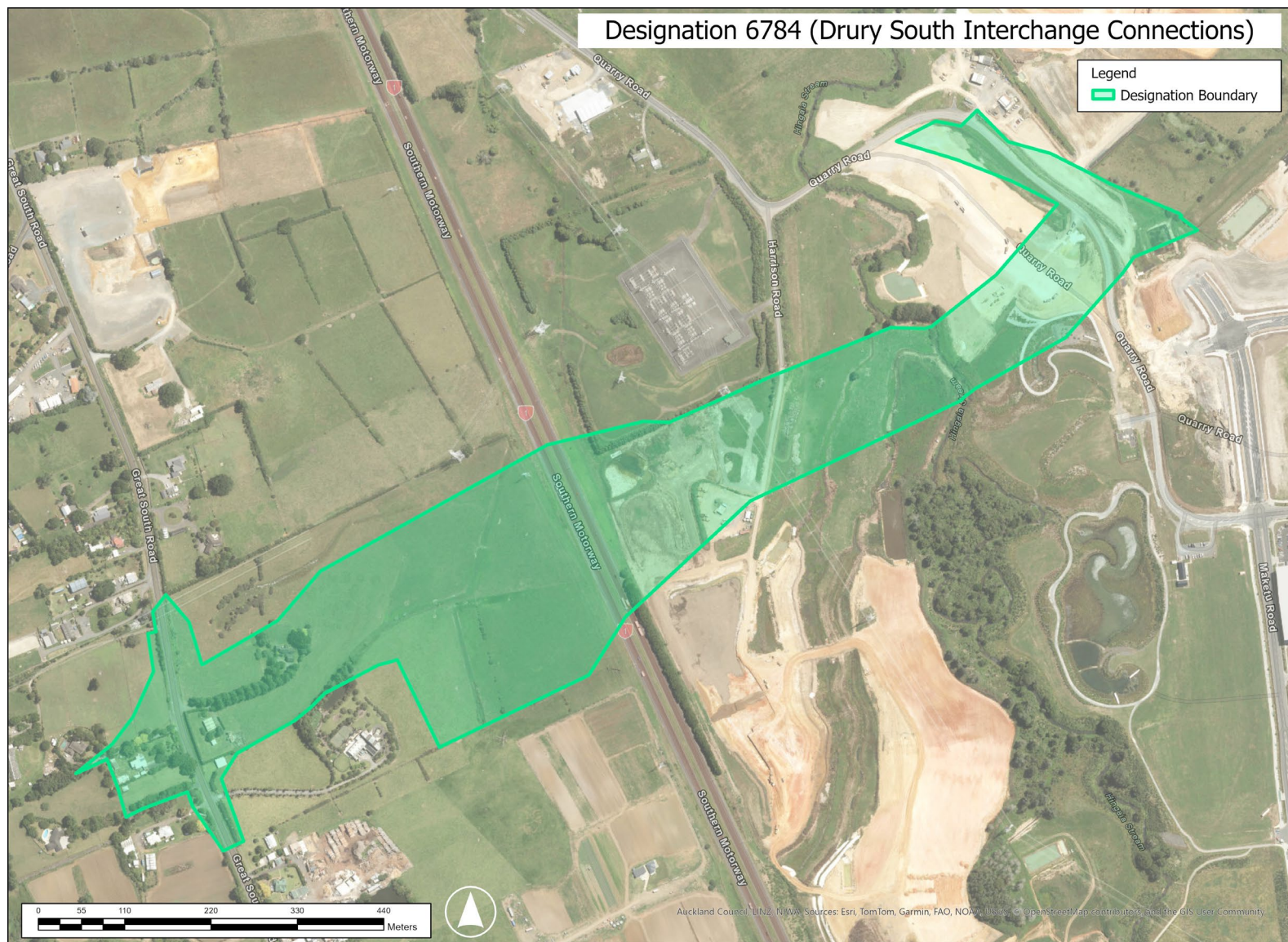
### **Schedule 1: General Accordance Plans and Information**

#### Project Description:

The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

## Concept Plan



## Schedule 2: Ecology

### Identified Biodiversity Areas

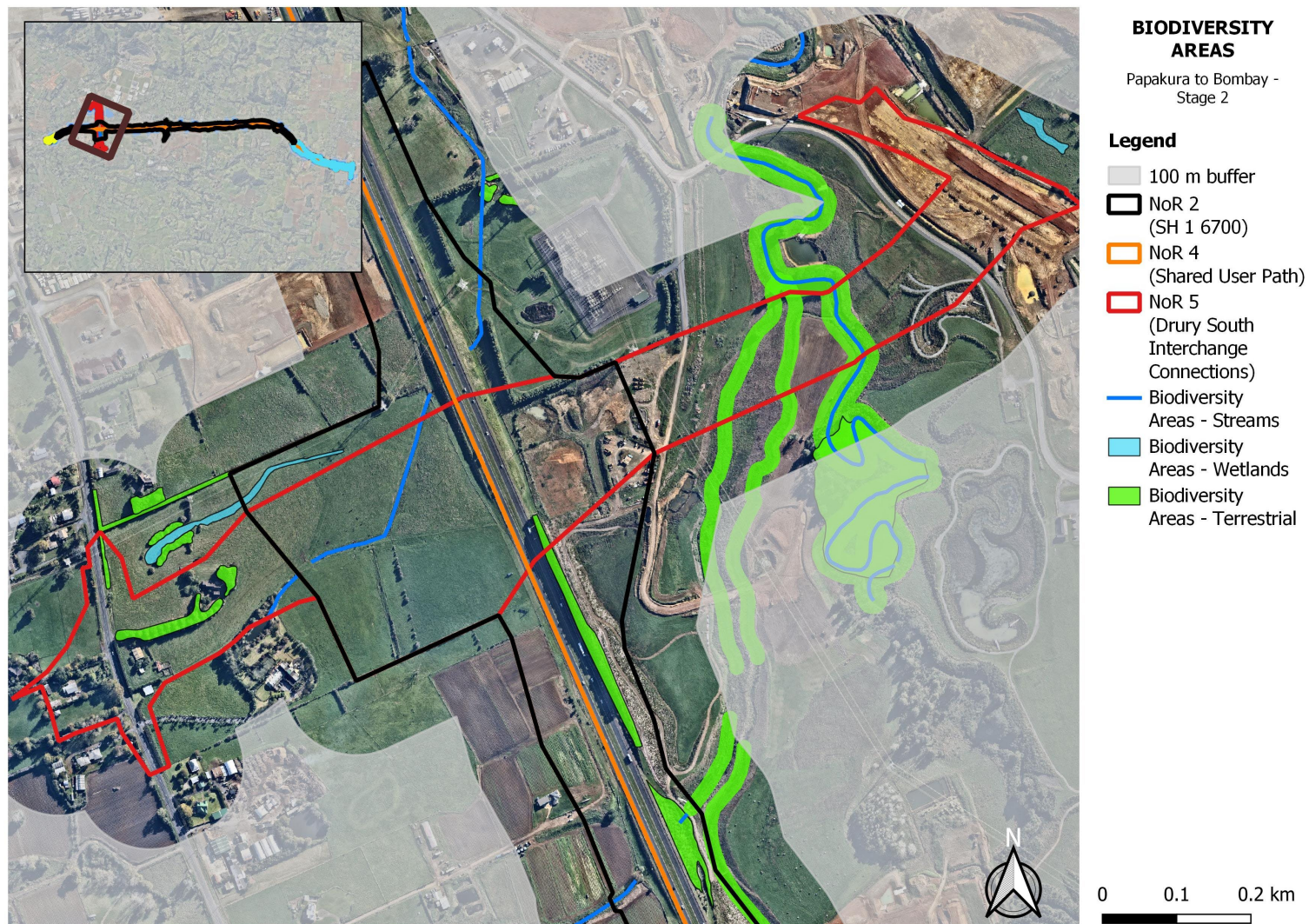


Table 10 EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems (2nd Edition, 2018)

**Table 10. Criteria for describing level of effects** (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value ► Magnitude ▼	Very high	High	Moderate	Low	Negligible
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very Low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

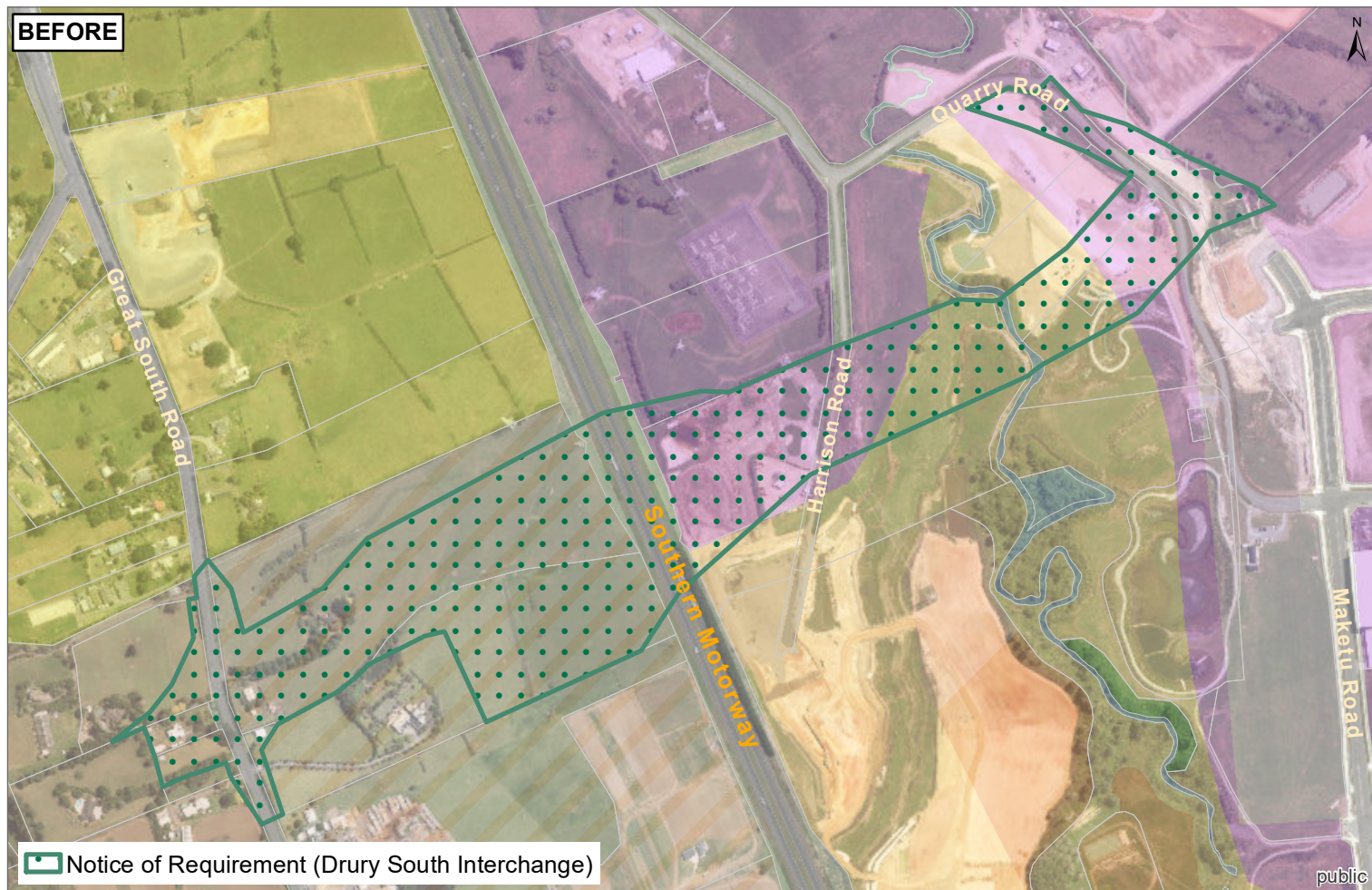
**Attachment D**

**New Zealand Transport Agency designation 6784 Drury South  
Interchange Connections**

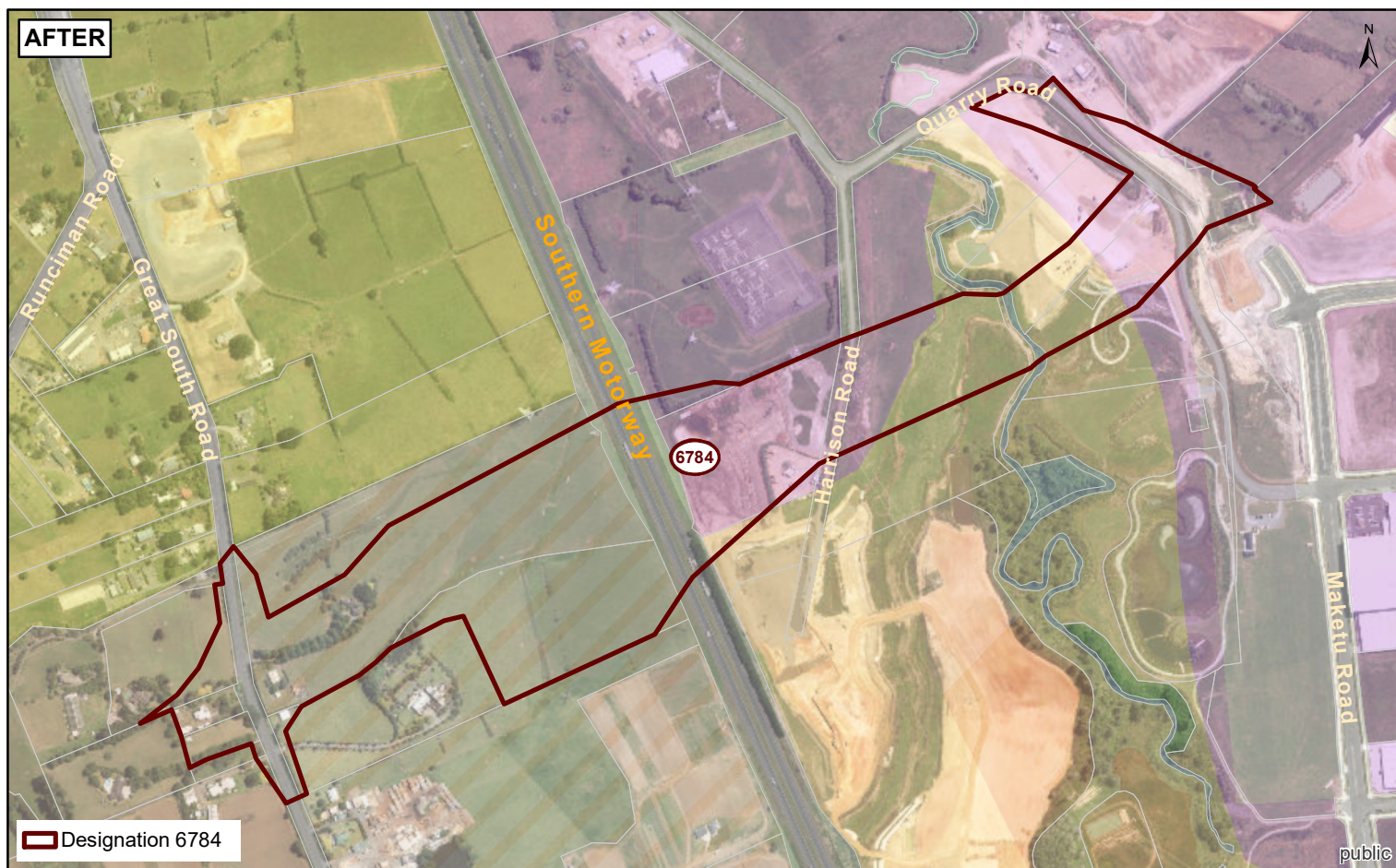
**AUP GIS Viewer**

**(Before/After)**

**BEFORE**



**AFTER**



0 70 140 280 M

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

Date: 15/08/2025

**Designations: 6784, Construction, operation, and maintenance of a State Highway, (Drury South Interchange Connections ) New Zealand Transport Agency)**