

NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND

October 2023

Waka Kotahi NZ Transport Agency
New Milldale Station and Associated Facilities

Notice of Requirement for a Designation of Land Under Section 168 of the Resource Management Act 1991

To: Auckland Council
Private Bag 92300
Victoria Street West, Auckland, 1142

From: Waka Kotahi NZ Transport Agency
Private Bag 106602
Auckland 1143

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work.

The purpose of the proposed designation is 'To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure'.

Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Amendment Act 2008 which confirms that the order applies to NZ Transport Agency – these confirm the NZ Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway.
- Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the NZ Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.

The corporate name Waka Kotahi is used throughout this notice. The legal name for Waka Kotahi as a Requiring Authority is the New Zealand Transport Agency. When the designation is confirmed, the name of the Requiring Authority to be recorded in the district plan is 'the New Zealand Transport Agency', and the purpose of the designation to be recorded is 'To construct, operate, maintain and improve a public transport station and facilities and associated infrastructure'.

The site to which the requirement applies is as follows:

The area of the proposed designation is shown on the Designation Plans included in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 3.67 hectares located within Milldale. The requirement applies to 8 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

The nature of the proposed work is:

The proposed work is to construct, operate, maintain and improve a new rapid transport station and associated facilities within Milldale (hereafter referred to as "the Project"). The Project is described in Sections 6.4 – Approach to Construction Methodology and 8.2 – NoR 2 – New Milldale Station and Associated Facilities of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- A new rapid transit station which comprises the northern terminus of the Rapid Transit Corridor and includes:

- Station platforms and buildings with associated station facilities.
- Cycle and shared mobility device parking provision.
- Bus layover and stop provision.
- Taxi and ride share drop-off facilities.
- Parking bays for on-demand vehicles and station operation/services.
- Tie ins to existing network at John Fair Drive and Ahutoetoe Road, with walking and cycling access.
- Associated works including accessways, bridges, embankments, retaining, culverts, stormwater management systems, lighting, utility services, landscaping.
- Construction activities, including vegetation removal, earthworks, construction compounds, laydown areas, bridge works areas, construction traffic management and the re-grade of driveways.

The nature of the proposed conditions that would apply are:

The proposed conditions that would apply are included in **Attachment C** of this Notice.

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated, are set out in Section 9 – 22 of the AEE Report.

The positive effects of the Project are outlined in section 9 and section 10.2 of the AEE (Part D) and can be summarised as follows:

- The project enables access to the adjacent residential and employment areas from the proposed rapid transit corridor (RTC).
- The project supports appropriate transit-oriented development around the station and will be integrated with bus, walking and cycling networks to promote travel choice.
- The project supports access for the broader northern catchment in the North, via local bus services and active modes using the identified active modes network.
- The project is part of the wider future transport network for the North, which will collectively provide an efficient, resilient and reliable multi-modal transport network servicing existing urban areas and future growth areas across Auckland's north.

The potential adverse effects during the construction and operational phases of the Project are assessed in the following sections of the AEE Report:

- Traffic and Transport (section 10)
- Māori Culture, Values and Aspirations (section 11)
- Landscape and Visual (section 12)
- Natural Hazards – Flooding (section 13)
- Ecology (section 14)
- Archaeology and Built Heritage (section 15)
- Traffic Noise and Vibration (section 16)
- Construction Noise and Vibration (section 16)
- Network Utilities (section 17)
- Arboricultural (section 18)
- Community and Social (section 19)
- Property and Land Use (section 20)

Alternative sites, routes, and methods have been considered to the following extent:

A single site option for a station was considered for the following reasons:

- There are a number of constraints in the area which mean there are no other practicable locations for the station. These constraints include:
 - a QEII covenanted and Significant Ecological Area (SEA) to the south;
 - a steep embankment to the SH1 corridor to the east;
 - the consented Highgate Bridge which is now under construction; and
 - existing residential development to the west.
- There is an agreement with the developer (landowner) to set aside land for a station in this location.

Alternative RTC alignments were also considered in the indicative business case phase for NoR 1 – RTC. This process confirmed the preferred location of Milldale Station.

The reasons for consideration of a single site are set out in further detail in Appendix A of the AEE: Assessment of Alternatives Report. Notwithstanding, development of NoR 2 included Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

The proposed work and designation are reasonably necessary for achieving the objectives of the requiring authority because:

The objective of Waka Kotahi under Section 94 of the Land Transport Management Act 2003 (LTMA) is “to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest”.

The objectives of Waka Kotahi for the Project are to:

Provide for a new transport station and associated transport interchange in Milldale that:

- a. Improves connectivity.*
- b. Is safe.*
- c. Integrates with and supports planned urban growth.*
- d. Supports a quality compact urban form.*
- e. Provides accessibility to economic and social opportunities for the Northern growth area, as an integral component of the rapid transit corridor.*
- f. Integrates with and supports the existing and future transport network.*
- g. Improves travel choice and contributes to mode shift.*

The proposed work is reasonably necessary for achieving the objectives of Waka Kotahi because it will:

- Provide a new, safe public transport facility for the existing and future communities in Milldale, Millwater, and surrounding areas which provides access to the RTC and enables improved access to wider economic and social opportunities. The RTC supports mode shift for the North growth area and surrounding communities in the North through the provision of a safe, high-quality, frequent, and reliable public transport system that connects the North with Albany, the North Shore and Auckland city centre
- Support appropriate transit-oriented development around the RTC stations and will be integrated with bus, walking, and cycling networks to promote travel choice enabling improved access to the adjacent residential and employment areas. The station can also be accessed via walking or cycling from the adjacent Milldale development, and across SH1 over the consented Highgate bridge.
- Improve connectivity between transport networks, including local bus services and the RTC, other North Projects and between planned growth areas, including through the provision of bus interchange and layover. This supports access for broader northern catchment in the North, via local bus services. Support urbanisation and a quality compact urban form in the Future Urban Zone areas to the north of the existing Milldale development, which can connect to the station via

local buses and active modes. In the long term, the project may also support more intensive development of Milldale itself as per direction within the National Policy Statement for Urban Development (2020) for intense residential development within walkable catchments of RT stations.

- Support the development of an efficient, resilient and reliable multi-modal transport network for the North growth areas.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable Waka Kotahi to carry out the proposed work. The principal reasons for requiring a designation to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Auckland Unitary Plan, giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the Project.

The following resource consents are needed for the proposed activity and have not been applied for:

The Project will require resource consents for a number of activities to enable the proposed works.

The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the time of construction. The future resource consents likely to be required for the Project are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within and in proximity to rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

The following consultation has been undertaken with parties that are likely to be affected:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Mana Whenua, property owners, Auckland Council, Auckland Transport, network utility operators, business and community representative groups and the wider community. Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation undertaken is detailed in Section 23 of the AEE Report.

Proposed Lapse Period:

Pursuant to Section 184(1)(c) RMA, Waka Kotahi proposes a lapse period of 30 years for implementation of the proposed designation.

Supporting Information:

Waka Kotahi submits the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991.

Attachments to the Notice

- Attachment A – Designation Plan[s]
- Attachment B – Schedule of Directly Affected Property
- Attachment C – Proposed Designation Conditions

Accompanying Information

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Drawing Set
- Volume 4: Supporting Technical Assessment Reports



Signed by:

Sarah Ho
Principal Planner, Auckland/Northland Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

19 October 2023

Address for Service:

E-mail: environmentalplanning@nzta.govt.nz

Waka Kotahi New Zealand Transport Agency
Level 5 Aon Centre
29 Customs Street West
Auckland

Private Bag 106602
Auckland City
Auckland 1143

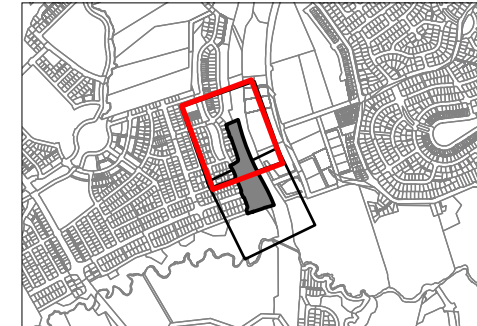
Attachment A
Designation Plan[s]



Designation Plan

Land to be Designated
New Milldale Station and Associated Facilities

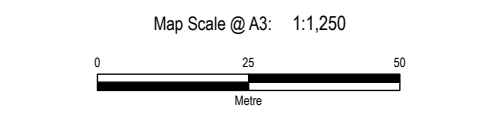
- Legend**
- Proposed Designation
 - Parcel Boundary
 - Property ID
 - Existing Designation



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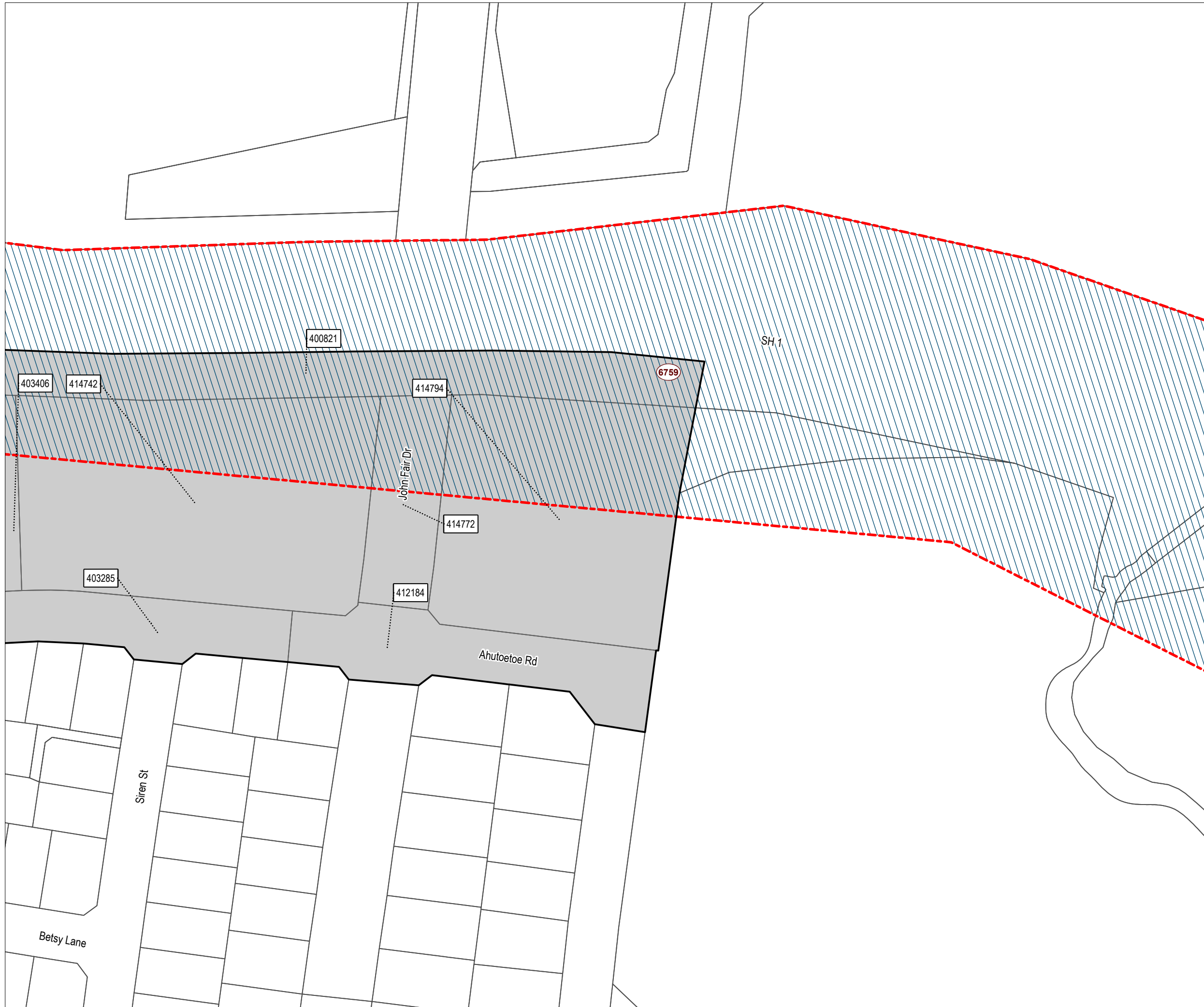
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Revision	Author	Verified	Approved	Date
1	BAP	RR9	KB	20/07/2023

Client: Auckland Transport / Waka Kotahi	Discipline: GIS
Project: North Projects	Drawing No.: SGA-PA-N-001 Sheet No : 1 of 2



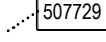



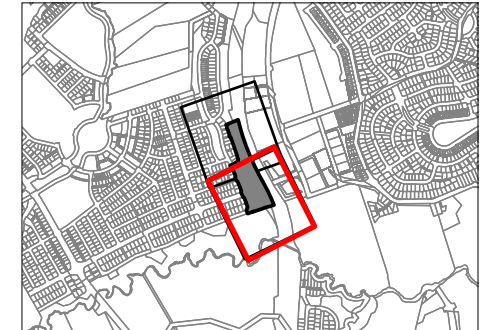


Designation Plan

Land to be Designated
New Milldale Station and Associated Facilities

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID
-  Existing Designation

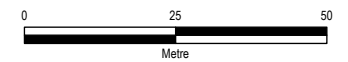


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Map Scale @ A3: 1:1,250



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Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
North Projects

Drawing No:
SGA-PA-N-001
Sheet No : 2 of 2



New Zealand Government

Attachment B
Schedule of Directly Affected Property

Attachment B
Schedule of Directly Affected Property

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
403406	Lot 9004 DP 532924	906852	Pampas Drive	0.7732
400821	Section 3 SO 308837	<Null>	<Null>	0.7547
414772	Lot 8015 DP 555742	<Null>	<Null>	0.1743
411802	Lot 8001 DP 531172	<Null>	<Null>	0.0207
403285	Lot 8005 DP 532924	<Null>	<Null>	0.188
412184	Lot 8007 DP 539136	<Null>	<Null>	0.2668
414742	Lot 9004 DP 555742	1087627	<Null>	0.8353
414794	Lot 9005 DP 555742	1087627	<Null>	0.6589

Attachment C Proposed Designation Conditions

Waka Kotahi Conditions - NoRs 1, 2, 3

Draft Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
AUP	Auckland Unitary Plan.
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 22.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures

Acronym/Term	Definition
	<ul style="list-style-type: none"> relocation of services establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga.
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ol style="list-style-type: none"> Ngāti Manuhiri Te Kawerau ā Maki Te Ākitai Waiohū Ngāti Whanaunga Te Runanga o Ngāti Whātua Ngāti Maru Te Patu Kirikiri Ngāti Whātua o Kaipara Ngāti Tamaterā Ngai Tai ki Tāmaki Ngāti Paoa Iwi Trust Ngāti Paoa Trust Board. <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>
NIMP	Network Integration Management Plan
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
North growth area	Land for future urban development in the North of Auckland, including Future Urban zoned areas in Upper Ōrewa Wainui East, Silverdale West, Redvale and Dairy Flat
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .

Acronym/Term	Definition
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

NoR No.	No.	Condition
General Conditions		
All	1.	<p>Activity in General Accordance with Plans and Information</p> <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"> (i) the Project description and concept plan in schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
All	2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 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"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under s176(1)(b) of the RMA; and (vii) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA (i.e. for activities not covered by (vi) above). <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>
All	3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
All	4.	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 30 years from the date on which it is included in the AUP.”</p>
All	5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.

NoR No.	No.	Condition
		(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-construction Conditions		
All	6.	Outline Plan <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(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.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan (CEMP); (ii) Construction Traffic Management Plan (CTMP); (iii) Construction Noise and Vibration Management Plan (CNVMP); (iv) Urban and Landscape Design Management Plan (ULDMP); (v) Historic Heritage Management Plan (HHMP); (vi) Ecological Management Plan (EMP); (vii) Tree Management Plan (viii) Network Utilities Management Plan (NUMP); and (ix) Network Integration Management Plan (NIMP).
All	7.	Management Plans <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. Where not incorporated, the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (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 or for Certification as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
All	8.	Cultural Advisory Report <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p>

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) Identifies traditional cultural practices within the area that may be impacted by the Project; (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan (Condition 9) and Historic Heritage Management Plan (Condition 21), and the Cultural Monitoring Plan referred to in Condition 15; (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
All	9.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(b) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and <p>(c) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) Promotes inclusive access (where appropriate); and (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> a. Crime Prevention Through Environmental Design (CPTED) principles; b. Safety in Design (SID) requirements; and c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. <p>(d) The ULDMP(s) shall include:</p>

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment; b. Roadside elements – such as lighting, fencing, wayfinding and signage; c. Architectural and landscape treatment of all major structures, including bridges and retaining walls; d. Architectural and landscape treatment of noise barriers; e. Landscape treatment of permanent stormwater control wetlands and swales; f. Integration of passenger transport; g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; h. Historic heritage places with reference to the HHMP; i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
NoRs 2 and 3	9	<ul style="list-style-type: none"> j. Any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours;
All	9	<p>(e) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for the location; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Condition 23 Ecological Management Plan (EMP) and Condition 24 Tree Management Plan; f. integration of any planting requirements required by conditions of any resource consents for the project; and (i) re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: <ul style="list-style-type: none"> a. weed control and clearance; b. pest animal management (to support plant establishment); c. ground preparation (top soiling and decompaction); d. mulching; and e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
NoR 1	N/A	<p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of a public transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not</i></p>

NoR No.	No.	Condition
		<i>required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i>
Specific Outline Plan Requirements		
All	N/A	<p>Flood Hazard</p> <p>For the purpose of Condition 10:</p> <ul style="list-style-type: none"> (a) ARI – means Average Recurrence Interval. (b) AEP – Means Annual Exceedance Probability (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage. (d) Flood prone area – means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path. (e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes. (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways). (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
All	10.	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard over 150mm; (iii) no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors; (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling; (vi) no new flood prone areas; and (vii) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
All	11.	<p>Existing property access</p> <p>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</p>

NoR No.	No.	Condition
		Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.
Construction Conditions		
All	12.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
All	13.	<p>Stakeholder and Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with; (v) Identification of the properties whose owners will be engaged with; (vi) Methods and timing to engage with landowners whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>

NoR No.	No.	Condition
All	14.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) The outcome of the investigation into the complaint; (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
All	15.	<p>Cultural Monitoring Plan</p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(b) 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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>
All	16.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists; (vi) methods to maintain access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;

NoR No.	No.	Condition																																																										
		(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services). (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and (x) details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded. (xi) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version.																																																										
All	17.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_AF_{max}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table 17.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c) then the methodology in Condition 20 shall apply.</p>	Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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NoR No.	No.	Condition																						
All	18.	<p>Construction Vibration Standards</p> <p>(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.</p> <p>Table CNV2 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>1mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>1mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td rowspan="2">All other buildings</td> <td>At all other times Vibration transient</td> <td>5mm/s ppv</td> <td>BS 5228-2* Table B2</td> </tr> <tr> <td>At all other times Vibration continuous</td> <td>5mm/s ppv</td> <td>BS 5228-2* 50% of Table B2 values</td> </tr> </tbody> </table> <p><i>*Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</i></p> <p><i>**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(a) Where compliance with the vibration standards set out in Table CNV 2 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 20 [Schedule to a CNVMP] shall apply;</p> <p>(b) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities; and</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.</p>	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
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All	19.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <p>(i) Description of the works and anticipated equipment/processes;</p> <p>(ii) Hours of operation, including times and days when construction activities would occur;</p> <p>(iii) The construction noise and vibration standards for the project;</p> <p>(iv) Identification of receivers where noise and vibration standards apply;</p> <p>(v) A hierarchy of management and mitigation options including any requirements to limit night and works during other sensitive times, including Sundays and public holidays as far as practicable;</p>																						

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) Contact details of the Project Liaison Person; (ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) Identification of areas where compliance with the noise [Condition 17] and/or vibration standards [Condition 18] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 17] and/or vibration standards [Condition 18] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition 19(c)(x)]; (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xiii) 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; (xiv) 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 (xv) Requirements for review and update of the CNVMP.
All	20.	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 17; and (ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18; (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) Construction activity location, start and finish times; (ii) The nearest neighbours to the construction activity; (iii) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance; (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vi) Location, times and types of monitoring. (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. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in

NoR No.	No.	Condition
		accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
All	21.	<p>Historic Heritage Management Plan (HHMP)</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) Specific areas (including archaeological site R10/1472 for NoR 1) to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) Methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> a. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access); b. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; c. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental and/or unexpected discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8); and <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p>
Accidental Discoveries		

NoR No.	No.	Condition
		Advice Note: <i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].</i>
All	22.	Pre-Construction Ecological Survey <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of the ecological management plan by:</p> <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> are still present; (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines. <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 22(a)(i) and that effects are likely in accordance with condition 22(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
All	23.	Ecological Management Plan (EMP) <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p>
All	23	<p>(b) If an EMP is required in accordance with (a) for the presence of long tail bats:</p> <ul style="list-style-type: none"> (i) 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. (ii) 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; (iii) Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; (iv) Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); and (v) Details of measures to minimise any operational disturbance from light spill.
NoR 3	23	<p>(c) If an EMP is required in accordance with (a) for the presence of threatened or at risk birds (excluding wetland birds):</p> <ul style="list-style-type: none"> (i) How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and (ii) 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.
NoR 1	23	<p>(d) If an EMP is required in accordance with (a) for the presence of threatened or at risk wetland birds:</p> <ul style="list-style-type: none"> (i) How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. (ii) 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 (iii) 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;

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (iv) What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: (v) A 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; (vi) Monitoring of the nesting Threatened or At-Risk wetland birds. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging); and (vii) Minimising the disturbance from the works if construction works are required within 50 m of a nest; (viii) Adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area). (ix) Minimising light spill from construction areas into Wetlands (x) Details of measures to minimise any operational disturbance from light spill.
NoR 1	23	<p>(e) If an EMP is required in accordance with (a) for the presence of native herpetofauna:</p> <ul style="list-style-type: none"> (i) A description of the methodology and timing for survey, trapping and relocation of lizards rescued; (ii) A description of the relocation site(s), including: (iii) any measures to ensure the relocation site remains available; (iv) any weed and pest management to ensure the relocation site is maintained as appropriate habitat; (v) A post vegetation clearance search for remaining lizards; and (vi) Any proposed monitoring.
All	23	<p>(f) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> a. Stream and/or wetland restoration plans; b. Vegetation restoration plans; and c. Fauna management plans (eg avifauna, herpetofauna, bats).
NoRs 1, 2	24.	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.</p> <p>(b) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 3 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include: <ul style="list-style-type: none"> a. Any opportunities to relocate listed trees where practicable; b. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9); c. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and d. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

NoR No.	No.	Condition				
		(iii) demonstrate how the tree management measures (outlined in a. – d. above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.				
All	25.	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for 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. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Protect and where necessary, relocate existing network utilities; (iii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iv) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</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>				
All	26.	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP).</p> <p>(b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the:</p> <ul style="list-style-type: none"> i. Project implementation approach and any staging of the Project, including both design, management and operational matters. ii. Sequencing of the Project with the planned transport network, including both design, management and operational matters. 				
Operational Conditions						
NoR 1	27.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.</p> <p>(b) The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.</p>				
NoRs 2 and 3	28.	<p>Station Noise</p> <p>All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels, as measured and assessed at any residential zone site boundary:</p> <table border="1" data-bbox="395 1906 1311 2020"> <thead> <tr> <th>Time</th> <th>Noise level</th> </tr> </thead> <tbody> <tr> <td>Monday to Saturday 7am-10pm</td> <td>50dB L_{Aeq}</td> </tr> </tbody> </table>	Time	Noise level	Monday to Saturday 7am-10pm	50dB L _{Aeq}
Time	Noise level					
Monday to Saturday 7am-10pm	50dB L _{Aeq}					

NoR No.	No.	Condition	
		Sunday 9am-6pm	
		All other times	40dB LAeq 75dB LAFmax

Attachments

Schedule 1: General Accordance Plans and Information

NoR 2

Project Description

The proposed work is shown in the following Concept Plan and includes, but is not limited to:

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

NOR Concept Plan



Schedule 2: Identified Biodiversity Areas

Schedule 3: Trees to be included in the Tree Management Plan

NOR 2

Tree number	Vegetation type	Protection	Location	Species	Age
106	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	Poplar (<i>Populus sp.</i>), mass planted Manuka (<i>Leptospermum scoparium</i>), Eucalypt (<i>Eucalyptus sp.</i>), Wattle (<i>Acacia sp.</i>) and the pioneer species such as Harakeke (<i>Phormium sp.</i>) and Tarata (<i>Pittosporum tenuifolium</i>)	Semi-mature
107	Pioneer indigenous and mixed exotic plantings	Open space	97 Ahutoetoe Road, Pine Valley	She Oak (<i>Casuarina cunninghamiana</i>)	Semi-mature

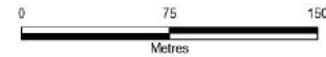


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LEGEND

- Tree/Group of Trees
- Designation Boundary

NoR 2



Schedule 4: Identified PPFs Noise Criteria Categories

NOR 2

No PPFs are impacted by this Notice of Requirement.