

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

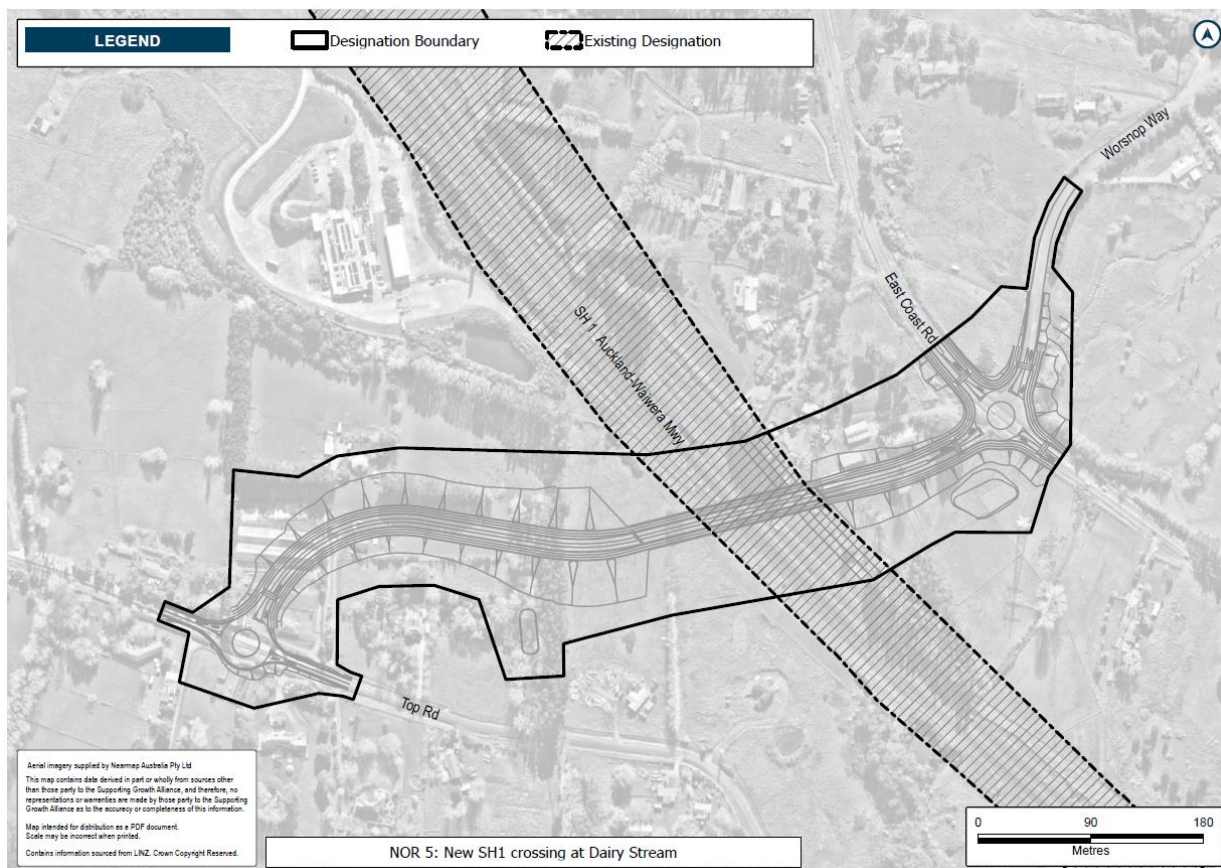
FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NoR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a new urban arterial corridor with active mode facilities which crosses SH1, in the vicinity of Dairy Stream.

1 SUMMARY

AT is proposing an integrated transport network (future strategic transport corridors and stations) to support the expected future growth in the North, under the Te Tupu Ngātahi Supporting Growth Programme. The North Projects are intended to protect land for future development of these transport corridors/stations over the next 30 years or more.

This form is for NoR 5 which is for the construction, operation and maintenance of a new connection (with active mode facilities on both sides of the carriageway) and SH1 motorway overbridge between Top Road and East Coast Road. The extent of NoR 5 and the proposed designation boundary is outlined below.



The purpose of the designation is for construction, operation and maintenance of an arterial transport corridor and associated facilities. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The Project objectives for NoR 5 are to:

Provide for a new east-west crossing of SH1 between future urban areas around Top Road and East Coast Road that:

- a) Improves connectivity.
- b) Is safe.
- c) Is efficient, resilient and reliable.
- d) Integrates with and supports planned urban growth.
- e) Integrates with and supports the existing and future transport network.
- f) Improves travel choice and contributes to mode shift.

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.



2 THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NoR 5 designation is shown on the Designation Plans included in Attachment A of this Notice. NoR 5 applies to an area of land of approximately 91,182 square metres located between Top Road, Dairy Flat and East Coast Road, Stillwater, in the North growth area. The requirement applies to 28 land parcels (not including legal roads). The land directly affected by NoR 5 is identified in the Schedule of Directly Affected Property included in Attachment B of this Notice.

3 THE NATURE OF THE PROPOSED WORKS IS:

The nature of the proposed work is described in Section 8.5 – NoR 5 – New SH1 Crossing at Dairy Stream, and in Section 6.4 - Approach to Construction Methodology of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- a) The construction of a new connection with active mode facilities between Top Road in Dairy Flat and East Coast Road in Stillwater.
- b) Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- c) New or upgraded stormwater management systems, bridges and culverts (where applicable).
- d) Batter slopes, and associated cut and fill earthworks.
- e) Vegetation removal.
- f) Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

4 THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in Attachment C of this Notice.

5 THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 7 and 8.5), an assessment of the effects on the environment from the Project (Sections 9 – 20), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Sections 10 – 22).





Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in the AEE Part D, in particular Section 9 and 10.2.1, and in the Traffic and Transport Assessment Report. However, they are summarised as follows:

- The project will provide the necessary transport infrastructure to support, connect and integrate with planned urban growth in Dairy Flat, Stillwater and Redvale.
- The project will improve east-west connectivity for all modes across SH1, without the need to interact with SH1.
- The project will provide new safe and attractive walking and cycling facilities on both sides, improving safety for active modes and supporting mode shift.
- The project will project a safe, reliable transport corridor that enables sustainable travel choice and improves access to employment and social amenities.
- 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.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- Traffic and Transportation (Section 10)
- Māori Culture, Values and Aspirations (Section 11)
- Landscape and Visual (Section 12)
- Natural Hazards – Flooding (Section 13)
- Terrestrial 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, Business and Amenity Effects (Section 20)
- Urban Design Evaluation Framework (Section 6).

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4 of the AEE).

6 ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs of the North growth area. Alternatives were assessed at all stages of Project development, commencing at a





broad scale and systematically narrowing the geographic area from potential corridors down to the indicative alignment.

The process by which AT considered alternative sites, routes and methods of NoR 5 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NoR 5 was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

7 THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT. Refer to Section 3.3 - Project Objectives and Section 27 – Whether the Work and Designations are Reasonably Necessary for Achieving the Objectives of the AEE report.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is “to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. The Project will assist AT in meeting this objective.

The AT objectives for the Project are to:

Provide for a new east-west crossing of SH1 between future urban areas around Top Road and East Coast Road that:

- a) Improves connectivity.
- b) Is safe.
- c) Is efficient, resilient and reliable.
- d) Integrates with and supports planned urban growth.
- e) Integrates with and supports the existing and future transport network.
- f) Improves travel choice and contributes to mode shift.

The Project achieves these objectives because it will:

- Provide a new connection for all modes between growth areas east and west of SH1, enabling better access to social and economic opportunities for future communities.
- Support mode shift and improve safety by providing dedicated active mode facilities which separate vulnerable users from conflict with vehicles.
- Support Vision Zero and road safety outcomes.
- Enable access to economic and social opportunities by providing an integrated multi-modal corridor.
- Integrate with and support growth areas either side of SH1; and integrate with and support the future transport network.
- Support the development of an efficient, resilient and reliable multi-modal transport network for the North growth area.





The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8 THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

NoR 5 will require resource consents relating to regional planning and National Environmental Standard matters 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 NoR 5 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.

9 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, Waka Kotahi, 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.





10 EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 30 years for implementation of the proposed designation.

11 INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

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

Signed on behalf of Auckland Transport


Jane Small

Group Manager Strategic Programmes and Property, pursuant to authority delegated by Auckland Transport

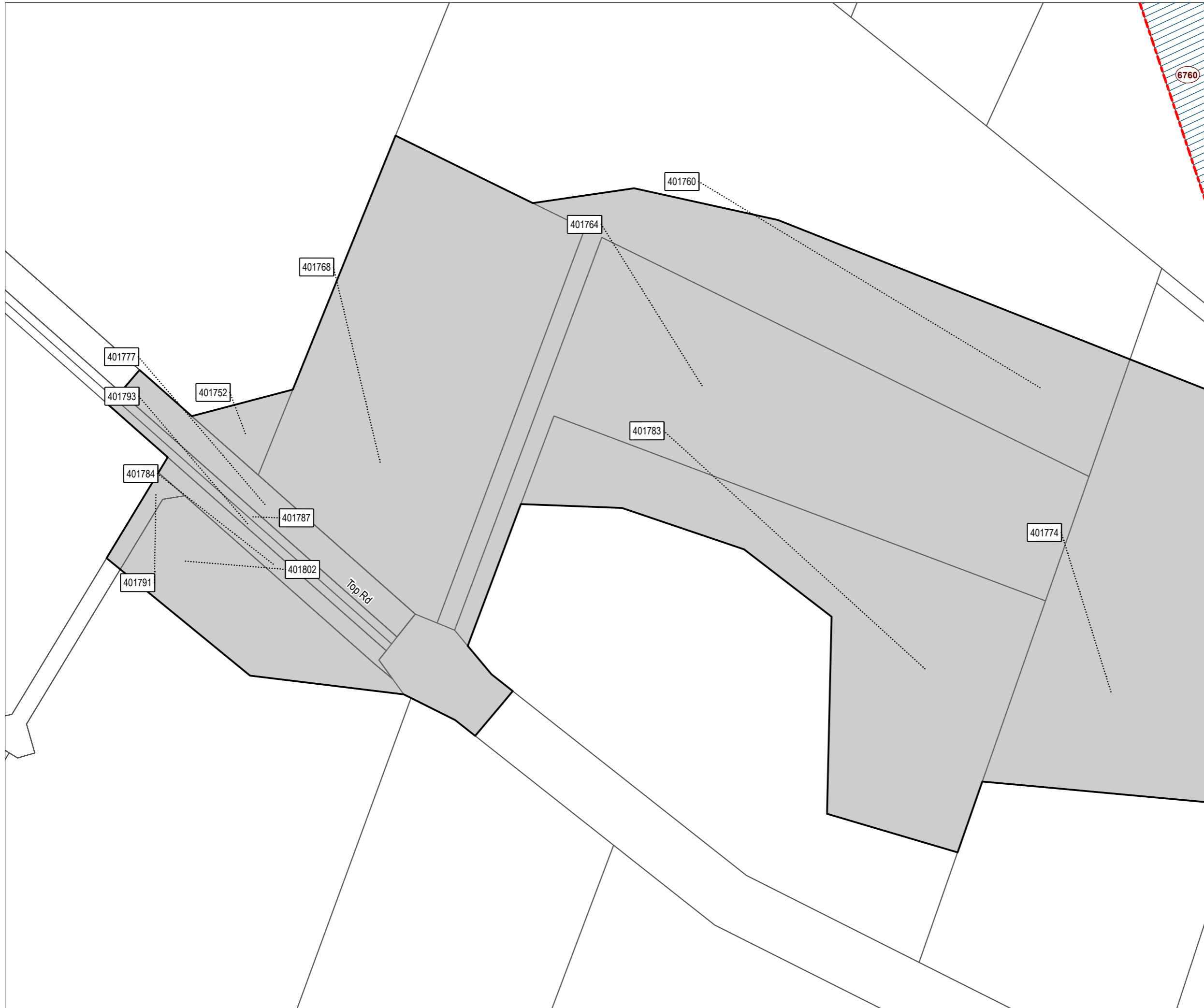
20 October 2023

Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



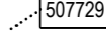

Attachment A
Designation Plan[s]



Designation Plan

Land to be Designated
New SH1 crossing at Dairy Stream

Legend

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

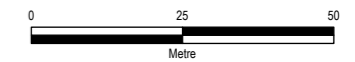


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Revision	Author	Verified	Approved	Date
1	BAP	RR9	KB	20/07/2023



Client:
Auckland Transport / Waka Kotahi

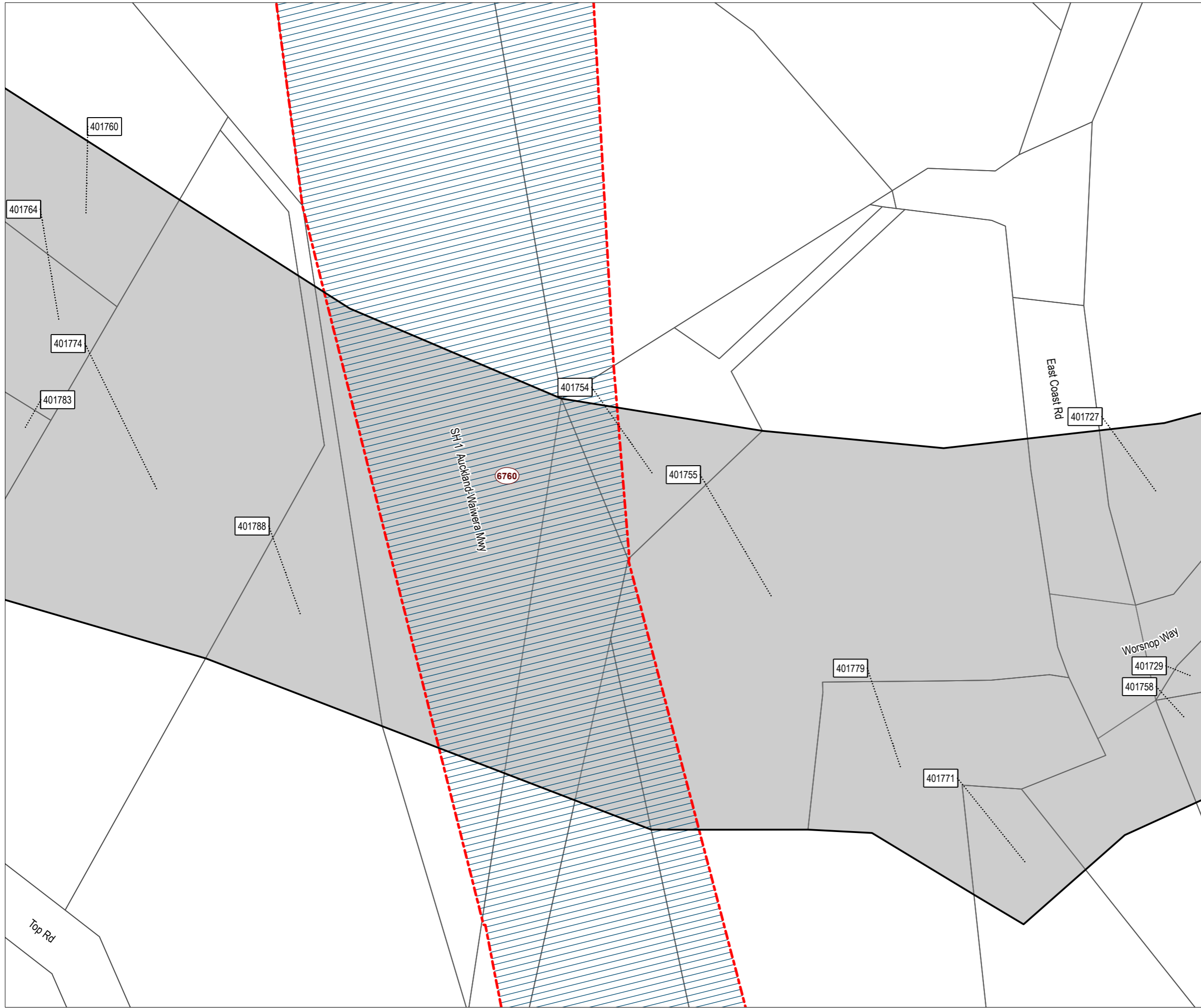
Discipline:
GIS

Project:
North Projects

Drawing No:
SGA-PA-N-001
Sheet No : 1 of 3





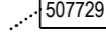

New Zealand Government



Designation Plan

Land to be Designated
New SH1 crossing at Dairy Stream

Legend

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

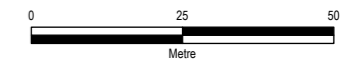


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Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
North Projects

Drawing No:
SGA-PA-N-001
Sheet No : 2 of 3





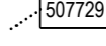

New Zealand Government

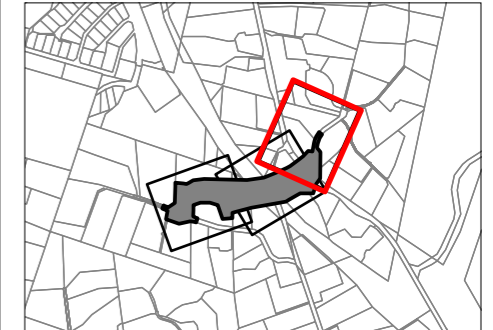


Designation Plan

Land to be Designated
New SH1 crossing at Dairy Stream

Legend

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

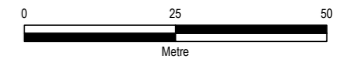


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Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **North Projects**

Drawing No: **SGA-PA-N-001**
Sheet No : 3 of 3



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 (m ²)(approx.)
401768	Lot 2 DP 131620	NA77A/600	146 Top Road	10005
401727	Lot 1 DP 200901	NA129B/270	1787 East Coast Road	2844
401788	Lot 1 DP 190714	NA120C/431	106 Top Road	3215
401774	Lot 5 DP 163560	NA98C/616	112 Top Road	11254
401752	Lot 3 DP 131625	NA77A/607	154 Top Road	453
401793	Lot 2 DP 138147	NA81D/518	159 Top Road	380
401787	Lot 1 DP 138147	NA81D/517	169 Top Road	380
401771	Lot 1 DP 89624	NA46D/386	1746 East Coast Road	1271
401777	Lot 6 DP 131625	608448	173 Top Road	1261
401777	Lot 6 DP 131625	NA77A/607	154 Top Road	1261
401777	Lot 6 DP 131625	NA86A/163	166 Top Road	1261
401777	Lot 6 DP 131625	NA86D/559	164 Top Road	1261
401777	Lot 6 DP 131625	608447	171 Top Road	1261
401802	Lot 1 DP 370358	285139	143 Top Road	2645
401783	Lot 1 DP 356209	229272	132 Top Road	8307
401764	Lot 2 DP 356209	229273	138 Top Road	10502
401755	Lot 1 DP 406702	423450	1764 East Coast Road	14204
401760	Part Lot 2 DP 141346	NA83D/582	142 Top Road	7377
401758	Lot 7 DP 209610	NA137C/84	Lot 7 DP 209610, Worsnop Way	873
401729	Lot 5 DP 209610	NA137C/82	28 Worsnop Way	2423
401779	Lot 2 DP 406702	423451	Lot 2 DP 406702, East Coast Road	4485

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (m ²)(approx.)
401791	Lot 4 DP 370358	285139	143 Top Road	223
401791	Lot 4 DP 370358	285140	149 Top Road	223
401791	Lot 4 DP 370358	285141	151 Top Road	223
401784	Lot 5 DP 370358	285139	143 Top Road	606
401784	Lot 5 DP 370358	285140	149 Top Road	606
401784	Lot 5 DP 370358	285141	151 Top Road	606
401754	Section 4 SO 387404	412123	1774 East Coast Road	1772

Attachment C
Proposed Designation Conditions

Auckland Transport North Conditions (NoRs 5-13)

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.
AUP	Auckland Unitary Plan.
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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 24.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
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: (a) geotechnical investigations (including trial embankments) (b) archaeological site investigations (c) formation of access for geotechnical investigations (d) establishment of site yards, site entrances and fencing (e) constructing and sealing site access roads

Acronym/Term	Definition
	(f) demolition or removal of buildings and structures (g) relocation of services (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga.
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is 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: <ol style="list-style-type: none"> 1 Ngāti Manuhiri 2 Te Kawerau ā Maki 3 Te Ākitai Waiohua 4 Ngāti Whanaunga 5 Te Runanga o Ngāti Whātua 6 Ngāti Maru 7 Te Patu Kirikiri 8 Ngāti Whātua o Kaipara 9 Ngāti Tamaterā 10 Ngai Tai ki Tāmaki 11 Ngāti Paoa Iwi Trust 12 Ngāti Paoa Trust Board Note: Other iwi not identified above may have an interest in the Project and should be consulted
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 Ara Hills, 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.

Acronym/Term	Definition
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> .
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; (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.
NoR s 5, 6, 7, 9, 12, 13	4.	<p>Lapse</p> <p>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>
NoR 11	4.	<p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 25 years from the date on which it is included in the AUP.</p>
NoR 8 and 10	4.	<p>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.</p>
All	5.	<p>Network Utility Operators (Section 176 Approval)</p>

NoR No.	No.	Condition
		<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. <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>
All	6.	<p>(a) Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) Internal alterations; (ii) One extension to an existing structure as at 2023, up to 30m²; (iii) Temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation, <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>
Pre-construction Conditions		
All	7.	<p>Outline Plan</p> <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 (TMP); and (viii) Network Utilities Management Plan (NUMP); and (ix) Network Integration Management Plan (NIMP).
All	8.	<p>Management Plans</p> <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.

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 8 may: <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; (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
All	9.	<p>Cultural Advisory Report</p> <ul style="list-style-type: none"> (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. (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: <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; (x) 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 11) and Historic Heritage Management Plan Condition 23), and the Cultural Monitoring Plan referred to in Condition 17. (v) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable. (d) Conditions 9(b) and (c) above will cease to apply if: <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	10.	<p>Land use Integration Process (LIP)</p> <p>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</p> <ul style="list-style-type: none"> (a) Within twelve (12) months of the date on which this designation is included in the Auckland Unitary Plan, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(a)(iii).

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (b) The nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (c) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: <ul style="list-style-type: none"> (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. (d) Information requested or provided under Condition 9(c) above may include but not be limited to the following matters: <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; and D. integration of stormwater infrastructure. (ii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and (iii) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. (e) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it. (f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: <ul style="list-style-type: none"> (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the requiring authority has declined the requests; and (ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. (g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work
All	11.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (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 9(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to: <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. (b) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. (c) To achieve the objective, the ULDMP(s) shall provide details of how the project: <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,

NoR No.	No.	Condition
		<p>urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</p> <ul style="list-style-type: none"> (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. (v) has responded to matters identified through the Land Use Integration Management Process (Condition 10). <p>(d) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) A concept plan – which depicts the overall landscape and urban design concept, and explain 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 (Condition 23); and i. Re-instatement of construction and site compound areas, driveways, accessways and fences. <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 the Ecological Management Plan (Condition 25) and Tree Management Plan (Condition 26); f. Integration of any planting requirements required by conditions of any resource consents for the project; and g. 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);

NoR No.	No.	Condition
		<ul style="list-style-type: none"> 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. <p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial 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 required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
Specific Outline Plan Requirements		
All	N/A	<p>Flood Hazard</p> <p>For the purpose of Condition 12:</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	12.	<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

NoR No.	No.	Condition
		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	13.	<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 Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.</p>
Construction Conditions		
All	14.	<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	15.	<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;

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (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>
All	16.	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <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. (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.
All	17.	<p>Cultural Monitoring Plan</p> <ul style="list-style-type: none"> (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: <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 (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.

NoR No.	No.	Condition								
		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>								
All	18.	<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; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version; (x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters; and (xi) details of any measures proposed to be implemented in the event of thresholds identified in (x) being exceeded. 								
All	19.	<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 19.1: Construction noise standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Day of week</th> <th style="width: 25%;">Time period</th> <th style="width: 25%;">L_{Aeq}(15min)</th> <th style="width: 25%;">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise			
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NoR No.	No.	Condition																																																		
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All	20.	<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>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/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>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table CNV2 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																																
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All	21.	<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>																																																		

NoR No.	No.	Condition
		<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 19 and 20 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 shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment/processes; (ii) Hours of operation, including times and days when construction activities would occur; (iii) The construction noise and vibration standards for the project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) Contact details of the Project Liaison Person; (ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) Identification of areas where compliance with the noise [Condition 19] and/or vibration standards [Condition 20, 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 19] and/or vibration standards [Condition 20 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 21(c)((x)); (xii) Identification of trigger levels for undertaking building condition surveys, which shall be 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	22.	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> a. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20. (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 dates; (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 and 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) 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 certification 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. (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 certification in 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	23.	<p>Historic Heritage Management Plan (HHMP)</p> <ul style="list-style-type: none"> (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. (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"> (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1:

NoR No.	No.	Condition
		<p>Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>(viii) Methods to acknowledge cultural values identified through Condition 9 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>(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:</p> <ol style="list-style-type: none"> security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, and 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 9. <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> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</i></p>
All	24.	<p>Pre-Construction Ecological Survey</p> <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> <ol style="list-style-type: none"> Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule [2]</i> are still present; 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 24(a)(i) and that effects are likely in accordance with Condition 24(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>
All	25.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 24) 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>
NoRs 5, 6, 7, 8, 9, 10, 12, 13	25	<p>(b) If an EMP is required in accordance with (a) for the presence of long tail bats:</p> <ol style="list-style-type: none"> 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. 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;

NoR No.	No.	Condition
		<ul style="list-style-type: none"> (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). (v) Details of measures to minimise any operational disturbance from light spill
NoR s 6, 7, 10	25	<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 s 6, 7, 8, 9, 10, 11, 12, 13	25	<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; (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); (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); and (ix) Minimising light spill from construction areas into Wetlands
NoR s 6, 10	25	<ul style="list-style-type: none"> (x) Details of measures to minimise any operational disturbance from light spill.
NoR 9	25	<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: <ul style="list-style-type: none"> a. any measures to ensure the relocation site remains available; b. any weed and pest management to ensure the relocation site is maintained as appropriate habitat; (iii) A post vegetation clearance search for remaining lizards; and (iv) Any proposed monitoring.

NoR No.	No.	Condition
All	25	<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> <ol 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 8, 9, 10, 13	26.	<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> <ol 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: <ol 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 11); c. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and d. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in a. – d. above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
All	27.	<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> <ol 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	28.	<p>Network Integration Management Plan (NIMP)</p>

NoR No.	No.	Condition
		(a) At least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North growth area to achieve an effective, efficient and safe land transport system. To achieve this objective, the NIMP shall include details of the: <ul style="list-style-type: none"> (i) Project implementation approach and any staging of the Project, including both design, management and operational matters; and (ii) Sequencing of the Project with the planned transport network, including both design, management and operational matters
Operational Conditions		
All	29.	Low Noise Road Surface (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 29(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
All	N/A	Traffic Noise For the purposes of Conditions 30 to 35: <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule 4: Identified PPFs Noise Criteria Categories</i>; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule 4: PPFs Noise Criteria Categories</i>; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 29; and (k) Structural Mitigation – has the same meaning as in NZS 6806.

NoR No.	No.	Condition
All	30.	<p>The Noise Criteria Categories identified in <i>Schedule 4: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 30 to 35 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <p>(a) The PPF no longer exists; or</p> <p>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</p> <p>Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.</p>
All	31.	<p>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 4 PPFs Noise Criteria Categories</i>.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation Option(s).</p>
All	32.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 4 PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
All	33.	<p>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</p>
All	34.	<p>The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.</p>
All	35.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>

Attachments

Schedule 1: General Accordance Plans and Information

NoR 5

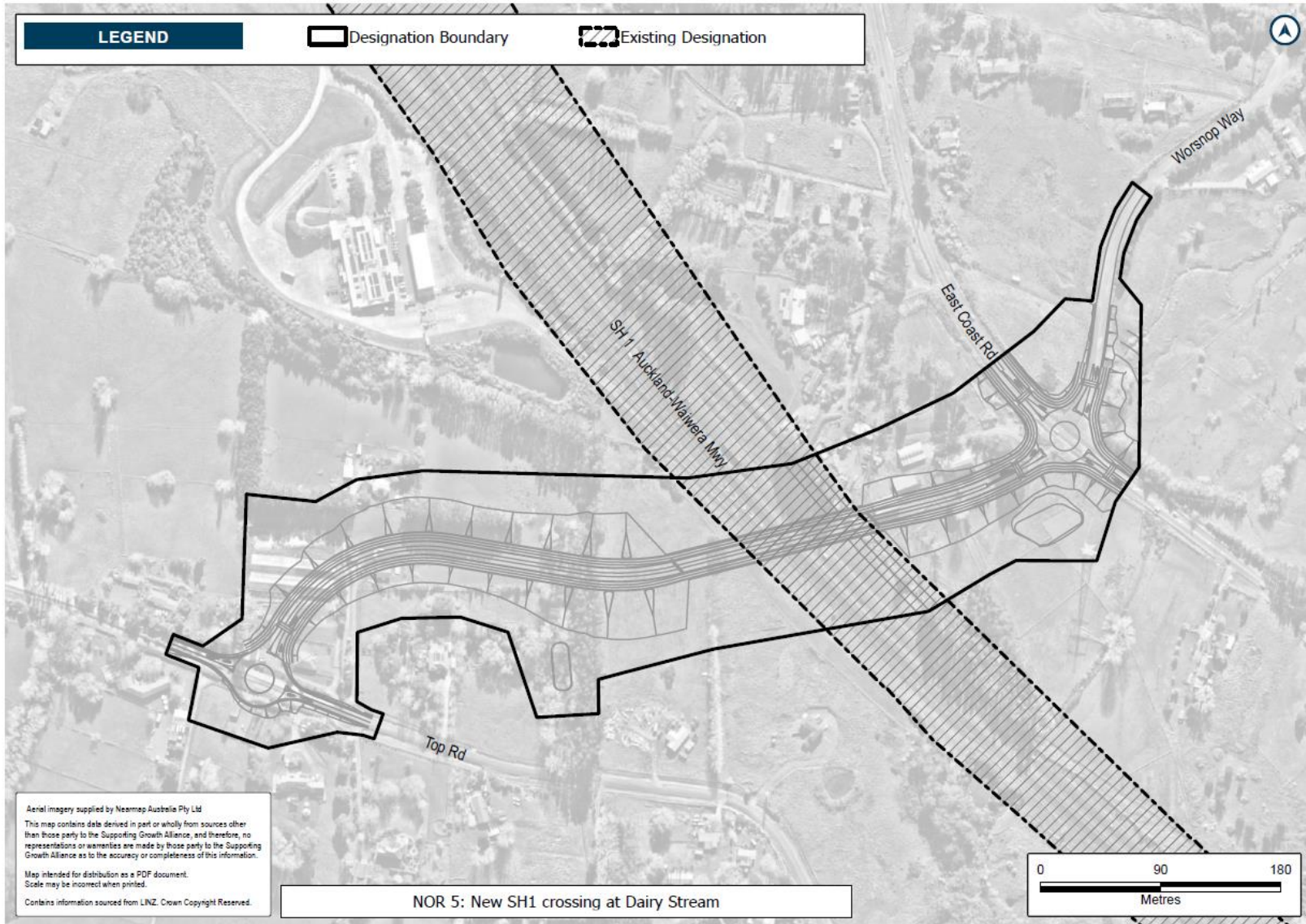
Project Description

The proposed work is the construction, operation and maintenance of a new urban arterial which crosses State Highway 1 in the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater, including active transport facilities and associated infrastructure.

The proposed work is shown in the following Concept Plan and includes:

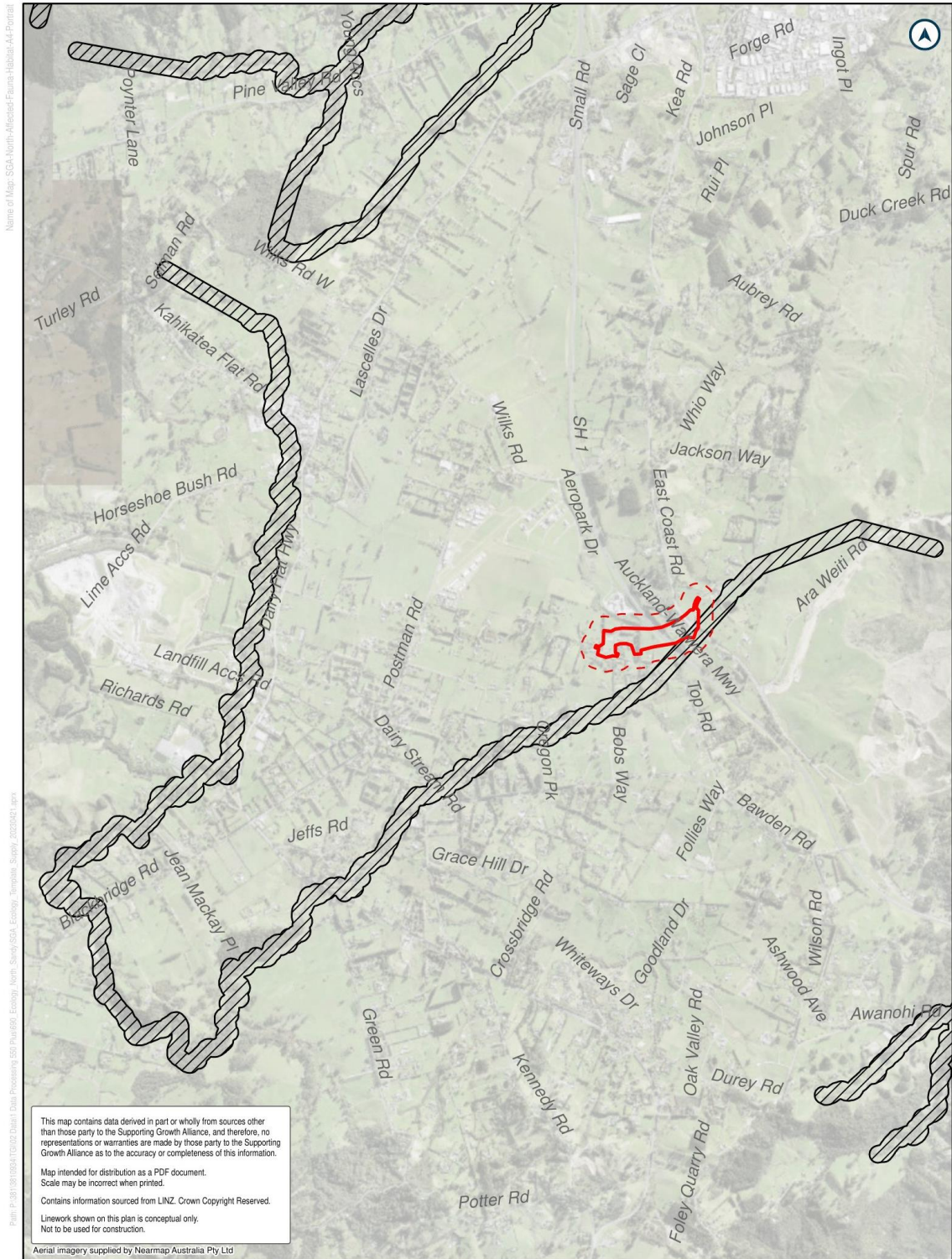
- Construction of an urban arterial with walking and cycling facilities.
- Tie-ins with existing roads and localised widening around the existing intersections to accommodate new intersection forms.
- New or upgraded stormwater management systems, bridges and culverts (where applicable).
- Batter slopes, and associated cut and fill activities (earthworks).
- Vegetation removal.
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

NOR Concept Plan



Schedule 2: Identified Biodiversity Areas

NOR5



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Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

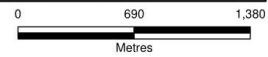
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LEGEND

- NOR 5
- Buffer 100m
- Identified Biodiversity Areas for Long-tailed Bats
- Bat Corridors



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

NOR 5

No protected trees are impacted by this Notice of Requirement.

Schedule 4: Identified PPFs Noise Criteria Categories

NOR 5

No PPFs are impacted by this Notice of Requirement.