

NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND [s181 RMA]

*February 2024
NZ Transport Agency Waka Kotahi
Designation 6701 – State Highway 1 – Bombay*

Notice of Requirement for Alteration of a Designation Under Section 181 of the Resource Management Act 1991

To: Auckland Council
PO Box 92300
Victoria Street West

From: NZ Transport Agency Waka Kotahi
PO Box 106602
Auckland 1143

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

NZTA 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 Management Amendment Act 2008 which confirms that the order applies to New Zealand Transport Agency – these confirm the New Zealand 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.

The legal name for NZTA 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.'

Throughout this form, Papakura ki Pukekura – Papakura to Bombay Project is referred to as "P2B Project" and Stage 2 (formally known as Stage 2 and 3 under P2B) of Papakura ki Pukekura – Papakura to Bombay Project is referred to as "the Project."

The designation to be altered, and the nature of the alteration is as follows:

The designation to be altered is designation reference 6701 in the Auckland Unitary Plan Operative in Part (AUP: OP).

The Requiring Authority listed for the designation in the District Plan is New Zealand Transport Agency.

The purpose of the designation is for Motorway.

The nature of the alteration is:

- A change to the boundary of the designation; and
- The addition of conditions related to the construction, operation, and maintenance of the designation.

The site to which the requirement applies is as follows:

The area of the proposed designation alteration is shown on the Designation Plan(s) included in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 27.22 hectares located from the SH1 over-bridge located at Great South Road, Bombay to the existing Bombay/Mill Road Interchange. The requirement applies to seven land parcels. 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 to be undertaken within the area of the proposed designation alteration is alterations to State Highway 1 (SH1) to provide widening of the existing SH1 corridor and to accommodate the future upgrades to the SH1 network. The proposed work is described in **Section 3** of the accompanying Assessment of Effects on the Environment (AEE).

In summary, the proposed work includes:

- Widening the existing SH1 corridor; and
- Accommodating the future upgrades to the SH1 network. This includes safety improvements such as upgrading interchanges, widening shoulders, new barriers, additional lighting and the construction of stormwater infrastructure.

The nature of the proposed conditions that would apply are:

The proposed conditions that will apply to the work within the Stage 2 Project Area of the proposed designation alteration 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:

The effects that the work in the area of the proposed designation alteration will have on the environment, and the ways in which any adverse effects will be mitigated, are set out in **Section 10** of the AEE.

The Project will generate a range of positive effects. The nature and degree of these positive effects are set out in the AEE, **Section 10.2**. They are summarised as follows:

- Improve the safety, efficiency and effectiveness of travel, along SH1, which is a strategically significant route both regionally and nationally as the main transport corridor between Auckland and Hamilton. The additional lanes along the motorway will ensure effective continuity of capacity from Stage 1 of the P2B;
- Reduce travel times along SH1, this will lead to quicker and more efficient journey times for both northbound and southbound users during peak hours in the years 2038 and 2048;
- Improvements along SH1 to enhance the safety and resilience of the motorway network, including wider shoulders, enhanced median barriers, wider traffic lanes, and an improved alignment (i.e. 110km/h design speed);
- Provision of a wide shoulder within the motorway corridor will allow for the future adoption of a special vehicle lane or public transport connection along SH1;
- Enhancement or restoration of terrestrial and wetland habitats, native restoration planting and removal of exotic vegetation that will occur on roadsides;
- Introduce new trees and increase the number of native species;
- Increase visual amenity by providing green corridors through extensive planting on either side of SH1; and

- Improvement of ongoing access and maintenance of network utilities through the implementation or upgrade of the motorway corridor and associated relocation of utilities.

The potential adverse effects during the construction and operational phases of the proposed work for NoR 3 are assessed in the **Sections 10.3 to Section 10.12** of the AEE, and discusses the following themes:

- Noise and Vibration Effects and Mitigation (Section 10.4);
- Ecology Effects and Mitigation (Section 10.5);
- Existing Utility Effects and Mitigation (Section 10.10);
- Property Effects (Section 10.11); and
- Māori Culture, Values and Aspirations (Section 10.12).

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

A wide range of alternatives have been investigated for addressing the future requirements to upgrade SH1 to accommodate urban growth in South Auckland. Alternatives were assessed at all stages of the P2B, commencing at broad scale with Programme Business Case (Southern Package, 2017), and systematically narrowing the geographical land requirements down to indicative design alignments.

The process by which NZTA considered alternative sites, routes and methods is detailed in **Appendix K** of the Assessment of Alternatives. Development of the Project was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs. A summary is contained in **Section 5** of the AEE.

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

The objective of NZTA 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 NZTA for the proposed work and P2B project overall are to:

- Improve the safety and resilience of the SH1 network between Papakura and Bombay;
- Increase transport choice and accessibility to support growth in the south of Auckland;
- Support national and regional economic growth and productivity; and
- Support the inter and intra-regional movement of people and freight.

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

- Improve capacity and functionality of the state highway infrastructure in the south of Auckland by providing safety improvements;
- Aim to enhance the experience of users by reducing journey times and providing additional lanes, bridge replacements, new interchanges, and stormwater management devices; and
- Identify and protects land required for the proposed work and will enable NZ Transport Agency to carry out the proposed work.

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

principal reasons for requiring a designation alteration to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the AUP: OP, 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 proposed work.

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

All regional resource consents will be sought at a later date.

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

Consultation and engagement are ongoing with various parties who are directly affected by or have an interest in the Project including Mana Whenua, owners and occupiers, Auckland Council, network utility operators (Transpower, Watercare Services, Vector Gas, First Gas, Counties Energy, Spark Fibre, One New Zealand, Tuatahi First Fibre and 2 Degrees), and community representatives (Local Boards) and wider community.

The consultation undertaken is detailed in **Section 9** of the AEE.

Supporting Information:

NZTA 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

- Assessment of Effects on the Environment report

Signed by:



Evan Keating
Principal Planner, Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by the New Zealand Transport Agency

16 February 2024

Address for Service:

NZ Transport Agency Waka Kotahi
PO Box 106602
Auckland 1143

C/O Aurecon New Zealand Limited

PO Box 9762
Auckland 1149

**Attachment A
Designation Plan[s]**

Alteration to SH1 Designations 6701

6701

6700

Legend

-  Existing Designations
-  Designation Boundary



0 60 100 300 Meters



Attachment B
Schedule of Directly Affected Property

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
224	Fee Simple, 1/1, Lot 1 Deposited Plan 351978, 23,230 m2	213756	1940 Great South Road	0.52
178	Fee Simple, 1/1, Lot 1 Deposited Plan 308789, 8,575 m2	34124	187 Mill Road, Bombay	0.10
171	Fee Simple, 1/1, Allotment 381 Parish of Mangatawhiri and Lot 2 Deposited Plan 351978 and Lot 1 Deposited Plan 460803, 52,538 m2	729014	1974 Great South Road, Bombay,1972 Great South Road, Bombay,1976 Great South Road, Bombay	0.19
187	Fee Simple, 1/1, Deposited Plan 40410, 2,023 m2	NA1069/24	229 Mill Road, Bombay	0.091
155	Fee Simple, 1/1, Lot 2 Deposited Plan 47888, 25,257 m2	NA35A/303	1998 Great South Road, Bombay	0.15
154	Fee Simple, 1/1, Lot 1 Deposited Plan 47888, 14,164 m2	NA38A/408	1994 Great South Road, Bombay	0.12
210	Fee Simple, 1/1, Lot 3 Deposited Plan 47888, 16,668 m2	NA7D/942	2020 Great South Road BOMBAY 2675	0.43

**Attachment C
Proposed Designation Conditions**

Stage 2 Papakura to Bombay

NoR 3: Alteration to SH1 Designation 6701 – ‘Motorway’

Proposed Draft Conditions

16 February 2024

Definitions and Explanation of Terms

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

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

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

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Designation 6701	Alteration of SH1 Designation 6701 for purpose of a 'Motorway'
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan

Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

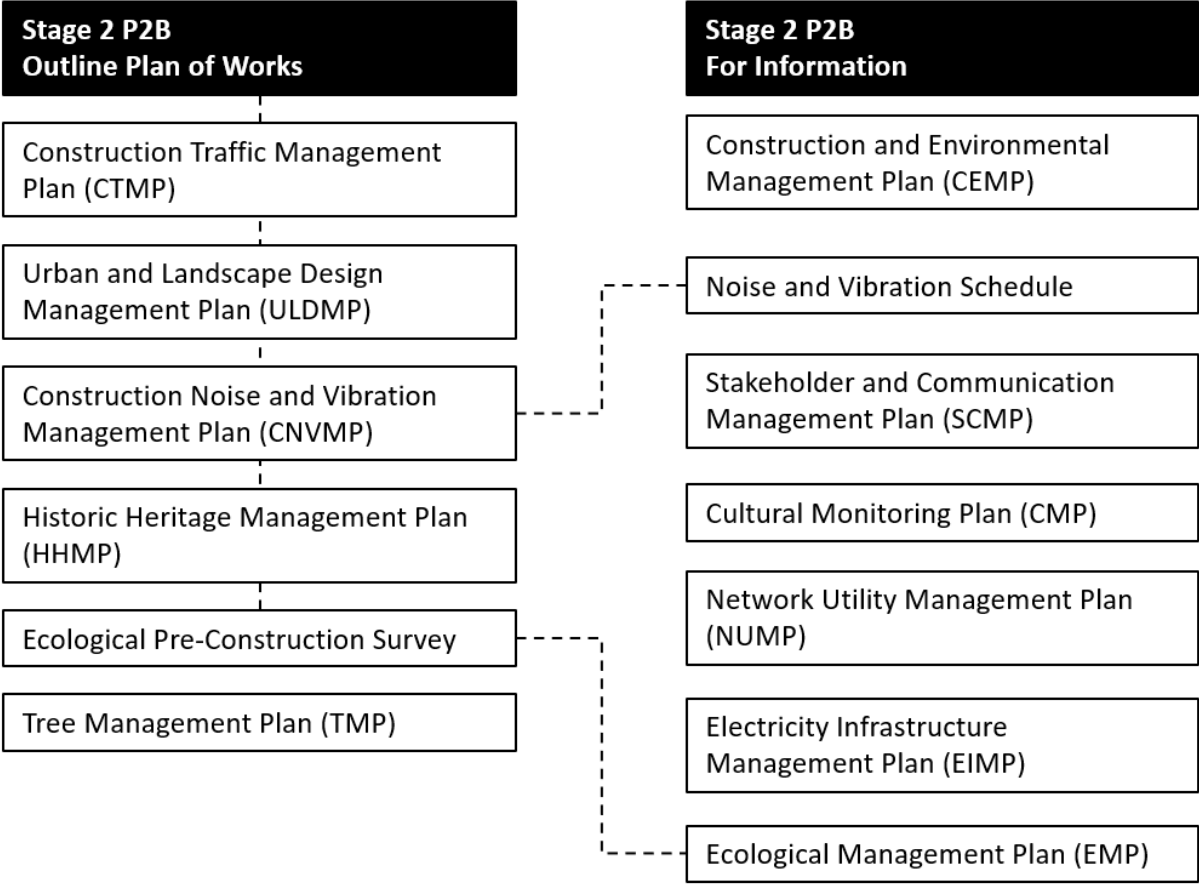
Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format	Conditions
General conditions	GC	Activity in General Accordance Project Information Designation Review Network Utility Operators
Pre-constructions conditions	PC	Pre-construction meeting Outline Plan(s) of Works Management Plans Stakeholder and Communications Management Plan Urban and Landscape Design Management Plan
Specific Outline Plan conditions	OPW	Flood Hazard Existing Property Access
Construction conditions	CC	General Construction Environmental Management Plan Complaints Management Process Network Utility Management Plan Transpower Electricity Infrastructure Management Plan Cultural Monitoring Plan Construction traffic management plan Construction noise and vibration management plan Noise standards Vibration standards Historic Heritage Management Plan Pre-Construction Ecological Survey Ecological Management Plan Tree Management Plan Protected Trees (Bishop Selwyn Cairn) Protected Heritage Site (Bishop Selwyn Cairn)

Operational conditions	OC	Low noise road surface Traffic noise
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Summary of documents identified in Conditions



Conditions – Alteration of SH1 Designation 6700

The purpose of the SH1 Designation 6700 is ‘Motorway’

General conditions (GC)

Ref	Condition
Activity in General Accordance with Plans and Information	
GC.1	<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 prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	<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) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</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 the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Network Utility Operators (Section 176 Approval)	
GC.5	<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>

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> a) The meeting shall be located on the Project site unless otherwise agreed; b) The meeting shall include representation from the contractor who will undertake the works; c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline 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

Ref	Condition
	<p>(c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG,:</p> <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP), and, (vii) Urban and Landscape Design Management Plan (ULDMP). <p>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</p>
Management Plans	
PC.4	<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) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs 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 PC.3 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 as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>

Ref	Condition
PC.5	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> (a) Bombay Road; (b) Great South Road; and, (c) Mill Road. <p>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p>
Stakeholder and Communications Management Plan	
PC.6	<ul style="list-style-type: none"> (a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. (c) To achieve the purpose, the SCMP shall include: <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 the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	<ul style="list-style-type: none"> (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) 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 rural-urban context; (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to

Ref	Condition
	<p>provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.28 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (UDLF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (ii) NZTA Landscape Guidelines (March 2018) or any subsequent version. <p>(g) 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 opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (v) Promotes inclusive access (where appropriate); and (vi) 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

Ref	Condition
	<p data-bbox="491 248 1422 315">C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</p> <p data-bbox="395 338 786 371">(h) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li data-bbox="443 383 1449 450">(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; <li data-bbox="443 472 1449 539">(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and <li data-bbox="443 562 930 595">(iii) Landscape and urban design details. <p data-bbox="395 607 1361 674">(i) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li data-bbox="443 696 879 730">(i) planting design details including: <ul style="list-style-type: none"> <li data-bbox="491 741 1422 875">A. Identification of existing trees and vegetation that will be retained, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained; <li data-bbox="491 898 1441 999">B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). <li data-bbox="491 1021 1281 1055">C. Street trees, shrubs and ground cover suitable for the location; <li data-bbox="491 1077 1445 1144">D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; <li data-bbox="491 1167 927 1200">E. planting of stormwater wetlands; <li data-bbox="491 1211 1366 1279">F. Integration of any planting requirements required by conditions of any resource consents for the project; and <li data-bbox="491 1301 1353 1368">G. Re-instatement planting of construction and site compound areas as appropriate. <li data-bbox="491 1391 1461 1514">H. Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened in any public interfaces. <li data-bbox="395 1536 1445 1648">(j) 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 <ul style="list-style-type: none"> <li data-bbox="491 1659 1098 1693">A. Detailed specifications relating to the following: <ul style="list-style-type: none"> <li data-bbox="491 1715 882 1749">A. Weed control and clearance; <li data-bbox="491 1771 1238 1805">B. Pest animal management (to support plant establishment); <li data-bbox="491 1816 1153 1850">C. Ground preparation (top soiling and decompaction); <li data-bbox="491 1872 711 1906">D. Mulching; and <li data-bbox="491 1928 1461 1995">E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Specific Outline Plan Requirements (OPW)

Ref	Condition
Flood Hazard	
OPW.1	<p>(a) The Project shall be designed to ensure post-Project flood risk are maintained at pre-Project levels outside the designation extent.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p>
Existing Property Access	
OPW.2	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.

Construction Conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	

Ref	Condition
CC.4	<p>(a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable.</p> <p>(c) To achieve the purpose, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (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; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: <ul style="list-style-type: none"> a. construction activities undertaken outside of flood plains and overland flow paths where practicable; b. scheduling of construction activities during dry periods; and c. staging of construction activities. <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work.</p> <p>(e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>

Ref	Condition
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.

Ref	Condition
	(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.15	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Ref	Condition
CC.17	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.

Ref	Condition
CC.20	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.17 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Cultural Monitoring Plan	
CC.21	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (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 nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
CC.22	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be</p>

Ref	Condition
	<p>documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.

Ref	Condition
	<p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
Construction noise and vibration management plan	
CC.23	<p>(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manger for information.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</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) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];

Ref	Condition
	<ul style="list-style-type: none"> (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria

CC.24

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

Table CC.24.1 Construction noise criteria

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

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

Vibration Criteria

CC.25

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

Table CC.25.1 Construction vibration criteria

Ref	Condition			
	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
	<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>(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>			
CC.26	<p>(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>			

Ref	Condition
Historic Heritage Management Plan	
CC.27	<p>(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG.</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) 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. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; G. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the 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; H. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP

Ref	Condition
	<p style="text-align: center;">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.</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be completed and submitted to required parties as soon as is practicable.</p> <p>(d) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
Pre-Construction Ecological Survey	
CC.28	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and; 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>(d) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.</p>
Ecological Management Plan (EMP)	
CC.29	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. 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> <ul style="list-style-type: none"> i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
	<ul style="list-style-type: none"> C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. <ul style="list-style-type: none"> ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: <ul style="list-style-type: none"> i. a 20m 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; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. 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) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;

Ref	Condition
	<ul style="list-style-type: none"> iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. <p>Advice Note: <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"> i. <i>Stream and/or wetland restoration plans;</i> ii. <i>Vegetation restoration plans; and</i> iii. <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
Tree Management Plan	
CC.30	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: <ul style="list-style-type: none"> i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i)); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. ii) 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.
Protected Trees (Bishop Selwyn Cairn)	
CC.31	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the location and existence of the following trees shown in Schedule 5: <ul style="list-style-type: none"> i) Item ID. 2152, Puriri, located at 1832 Great South Road, Pt Lot B DP 6559; and; ii) Item ID. 2695, Norfolk Island Pine, located at 1850 Great South Road, SECT 4 SO69909, PT LOT B DP6559, PT LOT B DP6559, and SECT 3 SO69909. (b) If these trees exist at the time of the survey, a specific Tree Management Plan shall be prepared. The objective of this Tree Management Plan is to protect the trees throughout the construction of the Project.
Protected Heritage Site (Bishop Selwyn Cairn)	
CC.32	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the extent of the historic heritage extent of place 'Bishop Selwyn Cairn' listed in the AUPOP Schedule 14.1: Schedule of Historic Heritage (ID 01537), which includes PART ALLOT 254 PSH OF MANGATAWHIRI, PART LOT 3 DP 6559, PART LOTB DP 6559, and the road reserve, as indicated in Schedule 4.

Ref	Condition
	(b) No construction activities shall take place within the 'no works' area identified in (Schedule 4) throughout the duration of the construction of the Project. The boundaries of the 'no works' area must be clearly illustrated in the OPW provided to the Council.

Operational Conditions (OC)

Ref	Condition
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
Traffic Noise	
ON.3	<p>(a) For the purposes of Conditions ON.3(a) to (p):</p> <ul style="list-style-type: none"> i) Building-Modification Mitigation – has the same meaning as in NZS 6806; ii) Design year has the same meaning as in NZS 6806; iii) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; iv) Habitable Space – has the same meaning as in NZS 6806; v) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in in Schedule 3: Identified PPFs Noise Criteria Categories; vi) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; vii) 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); viii) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; ix) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation; x) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 3: Identified PPFs Noise Criteria Categories; xi) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and xii) Structural Mitigation – has the same meaning as in NZS 6806

- (b) The Noise Criteria Categories identified in Schedule 3: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions ON.3(a) to (p) (all traffic noise conditions).
- 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.
- (c) As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule X: Identified PPFs Noise Criteria Categories.
- (d) Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
- (e) 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.
- (f) Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
- (g) 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.
- (h) Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
- (i) Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
- (j) For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.3(g) above if:
- i) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - ii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
 - iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(e) above (including where the owner did not respond within that period); or
 - iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
 - v) If any of (i) to (v) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

- (k) Subject to Condition ON.3(f) above, within six months of the assessment undertaken in accordance with ON.3(e) and (f), the Requiring Authority shall write to the owner of each Category C Building advising:
- i) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and
 - ii) The options available for Building-Modification Mitigation to the building, if required; and
 - iii) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
- (l) Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
- (m) Subject to Condition ON.3(f), where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.3(h) if:
- i) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - ii) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - iii) The building owner did not accept the Requiring Authority's offer to implement Building Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(f) (including where the owner did not respond within that period); or
 - iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- (n) Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.
- (o) The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.
- (p) The Noise Criteria Categories at the PPFs identified in S Schedule 3: Identified PPFs Noise Criteria Categories do not need to be complied with where:
- i) the PPF no longer exists; or
 - ii) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

Stage 2 P2B – Attachments

Schedule 1: General Accordance Plans and Information

Project Description

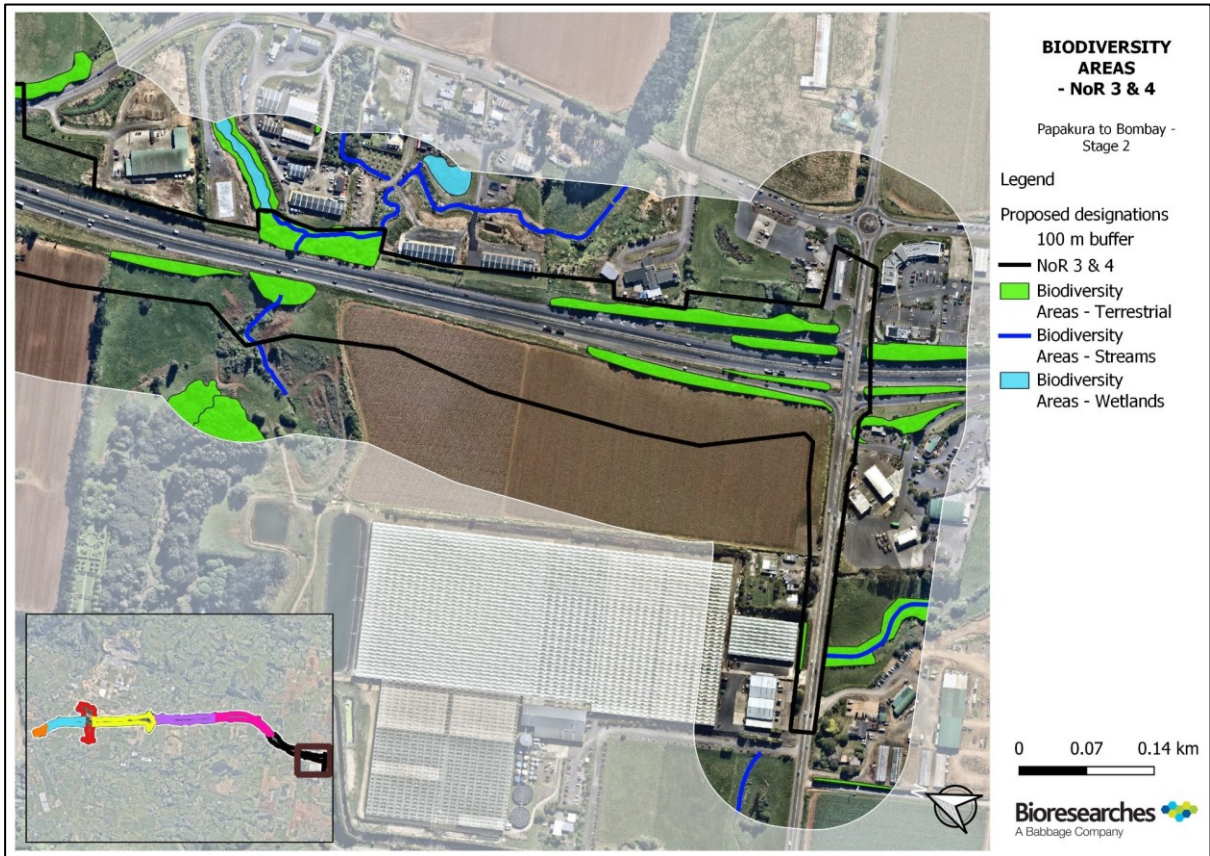
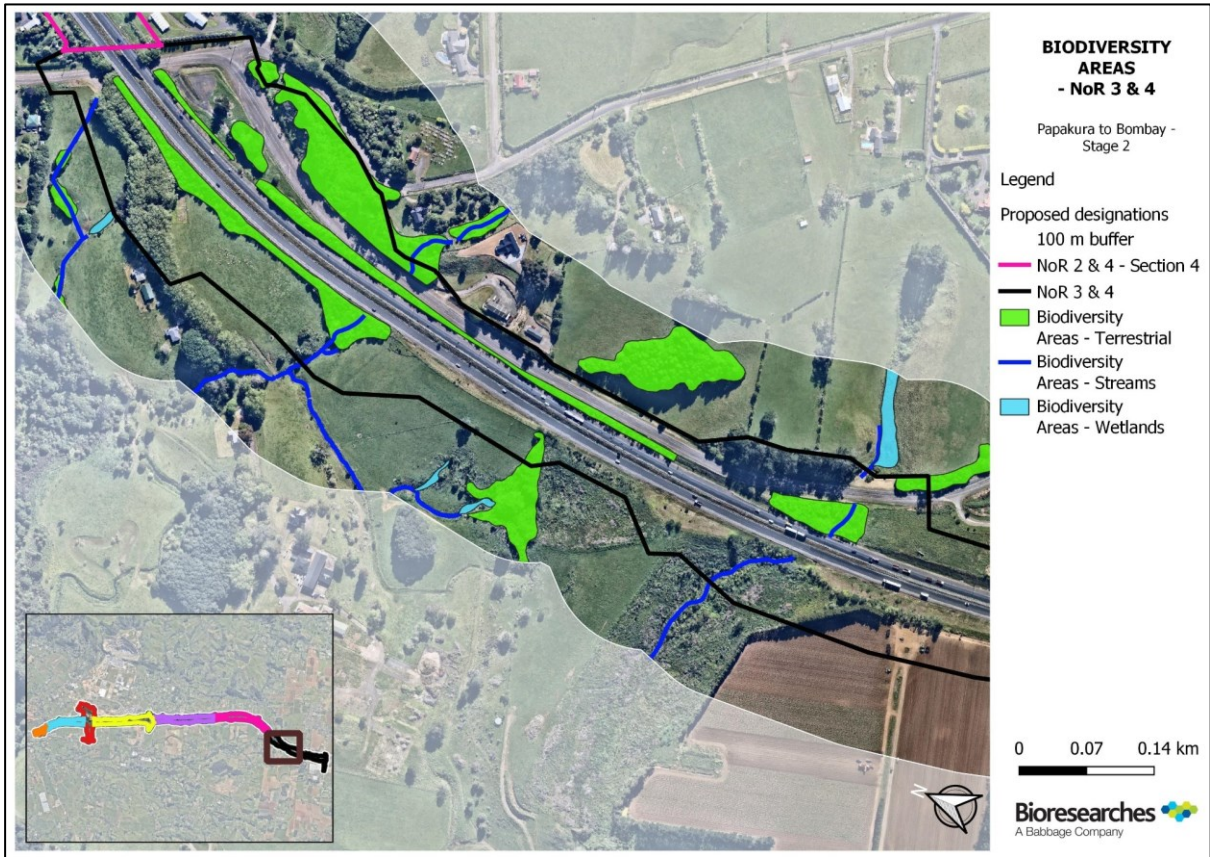
The proposed alteration is for the construction, operation, and maintenance of a motorway between the SH1 Great South Road over-bridge at Bombay and Bombay Interchange, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Upgrades to Bombay Interchange, including modification of the existing intersections, and replacement and/or additions to the existing over-pass at Mill Road;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

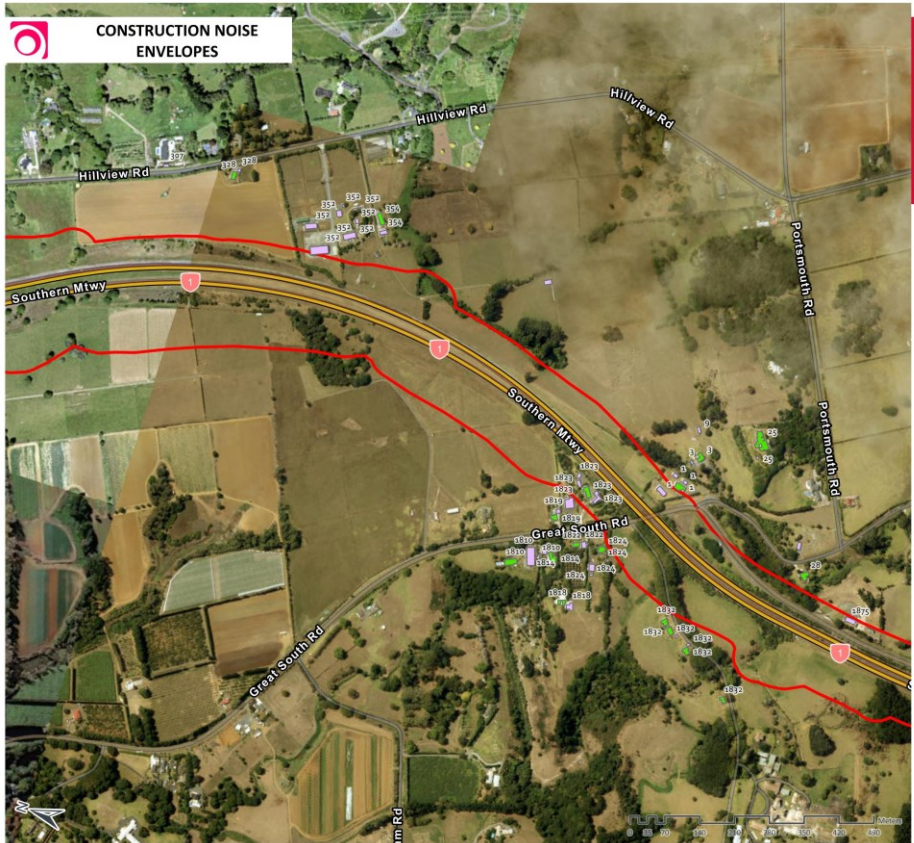


Schedule 3: Identified PPFs Noise Criteria Categories

Schedule: PPFs assess against alter road Criteria

PPF Address	Noise Criteria Category
1 Bombay Road	C
3 Bombay Road	B
28 Bombay Road	C
1814 Great South Road	A
1818 Great South Road	A
1819 Great South Road	A
1822 Great South Road	A
1823 Great South Road	C
1824 Great South Road	B
1832 Great South Road	A
1832 Great South Road	B
1832 Great South Road	B
1832 Great South Road	A
1976 Great South Road	B
1988 Great South Road	A
1994 Great South Road	A
1998 Great South Road	C
1998 Great South Road	A
2049 Great South Road	A
182 Mill Road	A
203 Mill Road	A
253 Mill Road	A
25 Portsmouth Road	B

PPFs Location Map – assess against altered road Criteria



SH1 PAKAPURA TO BOMBAY
(SECTION PART 5)

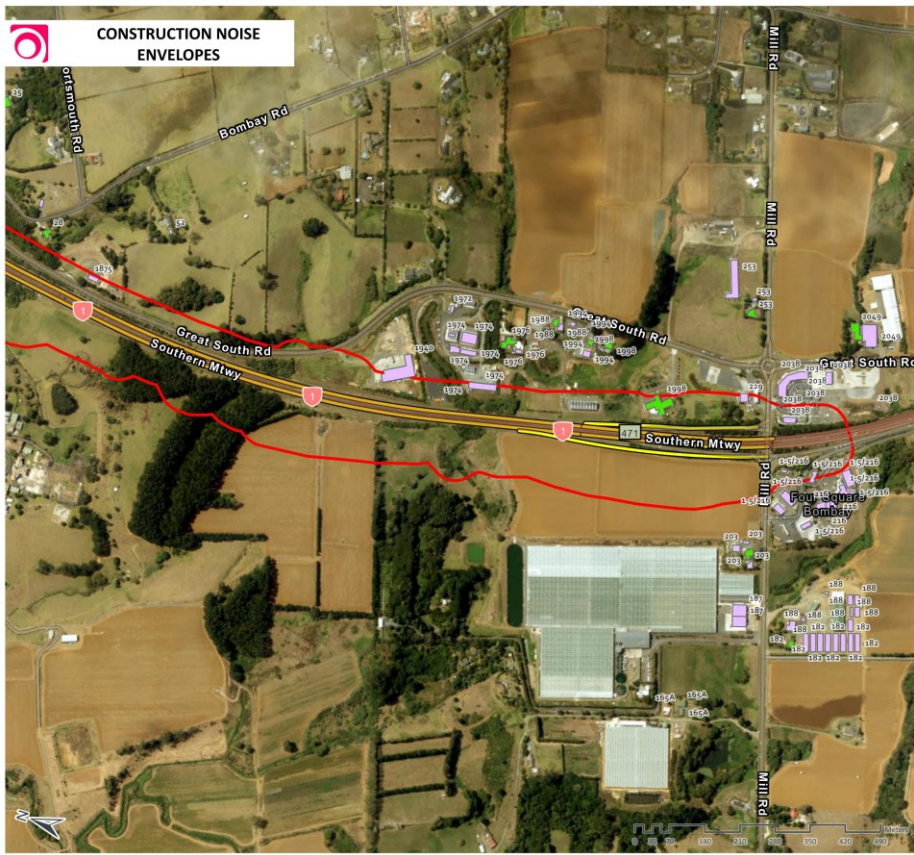
- ProjectRoad
- Construction Noise Envelopes
- Buildings**
- PPF
- Non PPF



Client: Waka Kotahi
Authors: Owen.Li
Date of Issue: 3/11/2023 3:39 pm

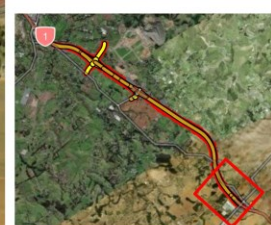
Drawing Details:
 Scale: 1:8,159
 Projection: NZGD 2000 Mount Eden Circuit
 Map Rotation: 72.03086°

Map Notes / Comments:
 This map is for graphical purposes only. While every effort has been made to ensure that the data are accurate and reliable, Marshall Day Acoustics cannot assume liability for errors or omissions in the data graphically represented.



SH1 PAKAPURA TO BOMBAY
(SECTION PART 6)

- ProjectRoad
- Construction Noise Envelopes
- Buildings**
- PPF
- Non PPF

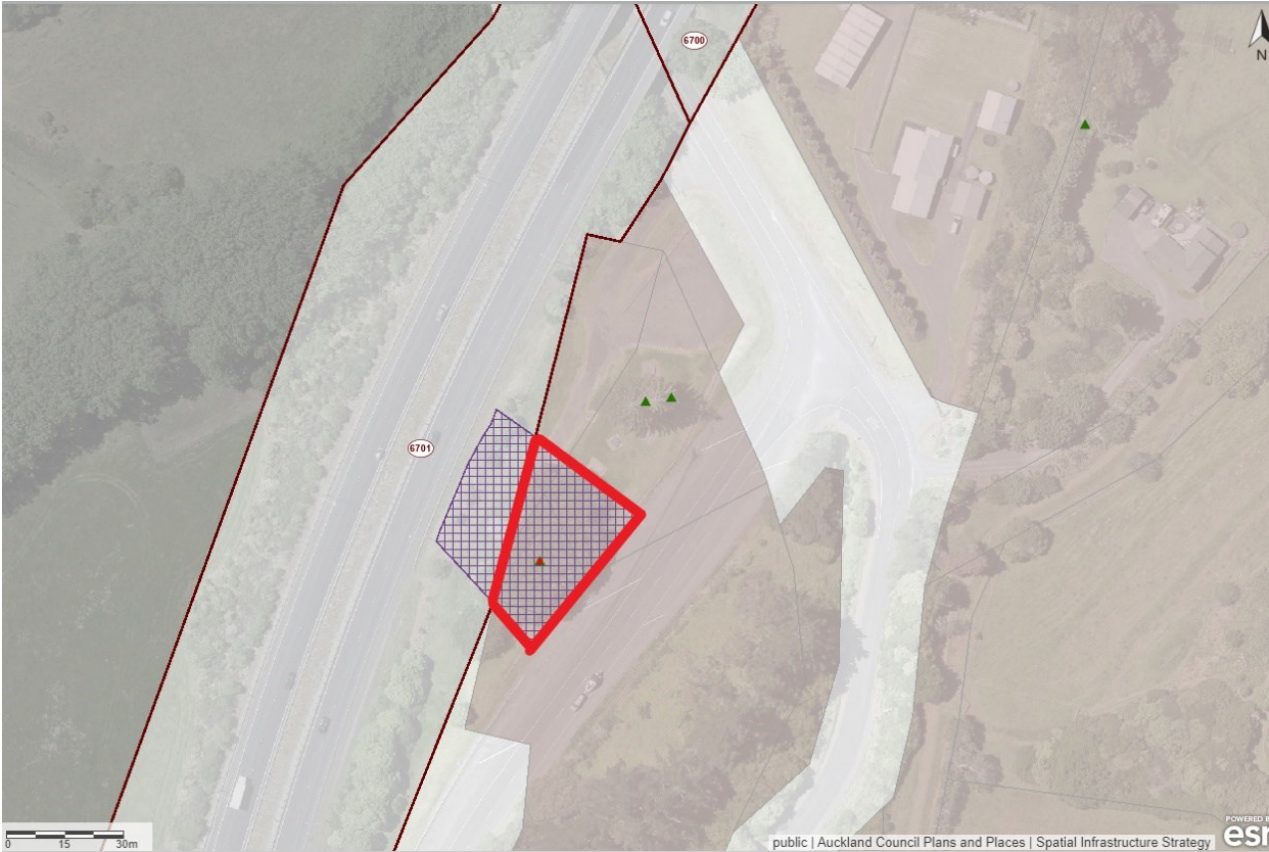


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Schedule 4: Protected heritage site (Bishop Selwyn Cairn)



(Source: AUPOP)

Schedule 5: Protected trees (Bishop Selwyn Cairn)



(Source: AUP:OP)