

# NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND [s168 RMA]

*February / 2024*

*NZ Transport Agency Waka Kotahi*

*NoR 5: Construction, operation, and maintenance of a State Highway*

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## **Notice of Requirement for a Designation of Land Under Section 168 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 for a designation for a public work.

The purpose of the proposed designation is for the '*construction, operation, and maintenance of a new State Highway.*' 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 Act 2008 which confirms that the order applies to NZTA; and,
- Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – which confirms NZTA as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.

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 site to which the requirement applies is as follows:**

The area of the proposed designation is shown on the Designation Plans included in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 23.2 hectares located adjacent to the State Highway 1 (SH1) linking to Quarry Road (future Maketu Road) to the east, and Great South Road to the west. The requirement applies to 16 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

### **The nature of the proposed work is:**

The proposed work to be undertaken within the area of the proposed new designation is to provide for the construction, operation, and maintenance of a new link road (Drury South Interchange Connections). The proposed work is described in **Section 3** of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- New state highway to the adjacent network (Quarry Road and Great South Road) to tie-in to the proposed Drury South Interchange;
- Four traffic lanes, cycle lanes and footpaths on either side; and,
- Accommodating the future upgrades to the state highway network. This includes a raised viaduct across the Hinagaia reserve area and the construction of stormwater infrastructure.

**The nature of the proposed conditions that would apply are:**

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

**The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated are:**

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

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:

- Provide improved connectivity between Pukekohe and Drury via the new Drury South Interchange which will support growth in these areas. Namely by providing direct connections between land zoned for Light Industrial at Drury South to SH1 via the Drury South Interchange Connections, which will facilitate more efficient movement of freight and support economic growth both regionally and nationally; and,
- Enhancement or restoration of terrestrial and wetland habitats, native restoration planting and removal of exotic street trees that will occur on roadsides.

The potential adverse effects during the construction and operational phases of the proposed work for NoR 5 are assessed in the **Sections 10.3 to Section 10.12** of the AEE report, and discusses the following effects:

- Noise and Vibration Effects and Mitigation (Section 10.4);
- Ecology Effects and Mitigation (Section 10.5);
- Archaeology and Historic Heritage Effects and Mitigation (Section 10.7);
- Landscape and Visual Effects and Mitigation (Section 10.8);
- 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 Project, commencing at a broad scale with Programme Business Case, 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 Project 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 a new Drury South Interchange;
- Aim to enhance the experience of users by reducing journey times and providing new link roads; and,
- Identify and protect land required for the proposed work and will enable NZTA to carry out the proposed work.

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

- It will allow the land required to be identified in the Auckland Unitary Plan Operative in Part (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 Project.

**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 Report.

**Proposed Lapse Period:**

Pursuant to Section 184(1)(c) RMA, NZTA proposes a lapse period of 20 years for implementation of the proposed designation.

**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.

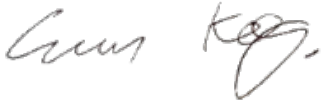
Attachments to the Notice

- 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:

A handwritten signature in black ink, appearing to read "Evan Keating". The signature is written in a cursive style with a large, stylized initial 'E'.

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

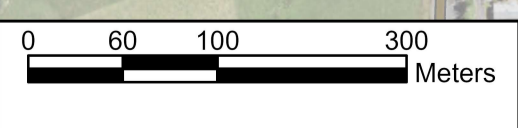
PO Box 9762  
Auckland 1149

**Attachment A  
Designation Plan[s]**

# Drury South Interchange Connections

**Legend**

- Designation Boundary





**Attachment B**  
**Schedule of Directly Affected Property**

Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
195	Fee Simple, 1/1, Lot 1014 Deposited Plan 573572, 40,848 m2	1071835	301 Quarry Road, Drury,337 Quarry Road, Drury	17074
209	Fee Simple, 1/1, Crown Land Survey Office Plan 57110	1071907	Crown Land Survey Office Plan 57110	814
205	Fee Simple, 1/1, Allotment 392- 393 Parish of Opaheke and Section 112 Survey Office Plan 559918, 106,035 m2	1118604	263 Quarry Road DRURY 2578	35814
216	Fee Simple, 1/1, Allotment 331 Parish of Opaheke and Lot 1000 Deposited Plan 526686, 43,197 m2	851830	37 Harrison Road DRURY 2578	43193
186	Fee Simple, 1/1, Lot 1 Deposited Plan 193623, 2,039 m2	NA122D/683	1246 Great South Road, Runciman, Drury	241
194	Fee Simple, 1/1, Lot 2 Deposited Plan 193623, 20,848 m2	NA122D/684	1242 Great South Road Drury Auckland 2578	3688
198	Fee Simple, 1/1, Lot 1 Deposited Plan 47173, 3,215 m2	NA1872/64	1238 Great South Road Drury Auckland 2578	3214
222	Fee Simple, 1/1, Section 59 Parish of Opaheke, 24,281 m2	NA19C/214	309 Quarry Road Drury Auckland 2578	10666

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Parcel ID	Legal Description	Certificate of Title	Location	Required Area (ha)(approx.)
213	Fee Simple, 1/1, Lot 3 Deeds Plan 167, 182,740 m2	NA70A/694	1246 Great South Road, Runciman, Drury	439
204	Fee Simple, 1/1, Part Lot 1-2 Deposited Plan 62333, 86,462 m2	NA86D/916	261 Quarry Road Drury Auckland 2578	16829
207	Fee Simple, 1/1, Lot 1 Deposited Plan 161136, 21,935 m2	NA96D/657	1236 Great South Road, Runciman, Drury	4786
164	Fee Simple, 1/1, Lot 2 Deposited Plan 161136, 21,160 m2	NA96D/658	1222 Great South Road, Runciman, Drury	137
166	Fee Simple, 1/1, Lot 1 Deposited Plan 21906, 59,185 m2	NA490/259	497 Fitzgerald Road, Drury	949
156	Fee Simple, 1/1, Part Lot 2 Deposited Plan 21906, 180,085 m2	NA7D/799	298 Quarry Road DRURY 2113	170
185	Fee Simple, 1/1, Section 1 Survey Office Plan 63692 and Part Allotment 245 Parish of Opaheke, 24,102 m2	NA77D/791	296 Quarry Road Drury Auckland 2578	8329

**Attachment C  
Proposed Designation Conditions**

## **Stage 2 Papakura to Bombay**

**NoR 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure.**

### **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
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <li>• Geotechnical investigations and land investigations, including formation of access on land for investigations;</li> <li>• Establishing site yards, site offices, site entrances and fencing;</li> <li>• Constructing site access roads;</li> <li>• Relocation of services;</li> <li>• Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).</li> </ul>
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991

HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
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.
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of 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

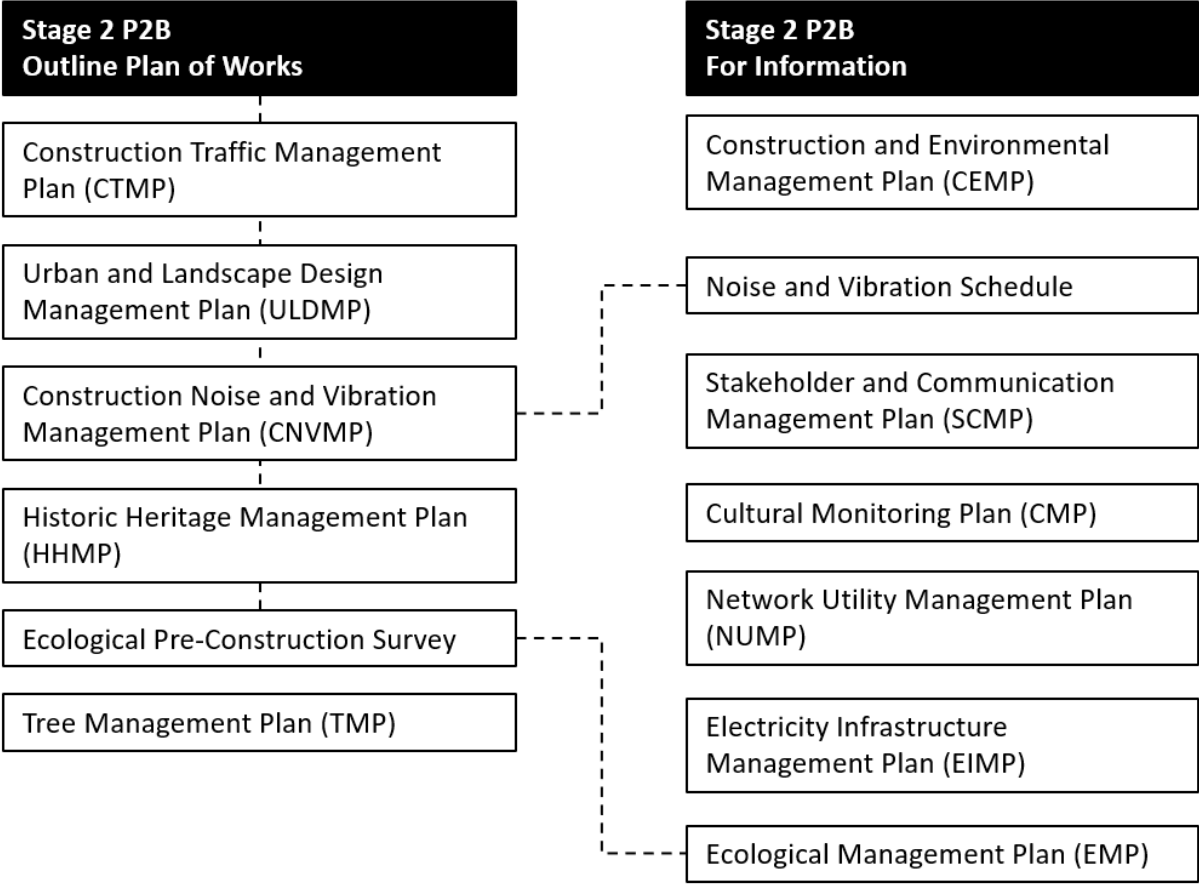
# Conditions

## 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
Operational conditions	OC	Low noise road surface Traffic noise

# Summary of documents identified in Conditions





# Conditions – Drury South Interchange Connections

The purpose of the Designation is ‘*construction, maintenance and operation of the Drury South Interchange Connection and associated infrastructure*’.

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

## General conditions (GC)

Ref	Condition
<b>Activity in General Accordance with Plans and Information</b>	
<b>GC.1</b>	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
<b>Project Information</b>	
<b>GC.2</b>	<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"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
<b>Designation Review</b>	

<b>GC.3</b>	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</li> <li>(ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>GC.4</b>	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
<b>Designation Lapse</b>	
<b>GC.5</b>	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
<b>Network Utility Operators (Section 176 Approval)</b>	
<b>GC.6</b>	<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"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>

## Pre-construction conditions (PC)

<b>Ref</b>	<b>Condition</b>
<b>Pre-construction site meeting</b>	
<b>PC.1</b>	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> <li>a) The meeting shall be located on the Project site unless otherwise agreed;</li> <li>b) The meeting shall include representation from the contractor who will undertake the works;</li> <li>c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> <li>(i) Conditions of consent;</li> <li>(ii) Timeframes for key stages of the works authorised under this consent;</li> <li>(iii) Contact details of the site contractor and other key contractors;</li> <li>(iv) All relevant management plans as per the requirements of the resource consents; and</li> </ul> </li> <li>d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</li> </ul>

Ref	Condition
<b>PC.2</b>	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.
<b>Outline Plan(s) of Works (designation)</b>	
<b>PC.3</b>	<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 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"> <li>(i) Construction Traffic Management Plan (CTMP);</li> <li>(ii) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>(iii) Construction Environmental Management Plan (CEMP);</li> <li>(iv) Historic Heritage Management Plan (HHMP);</li> <li>(v) Ecological Management Plan (EMP);</li> <li>(vi) Tree Management Plan (TMP), and,</li> <li>(vii) Urban and Landscape Design Management Plan (ULDMP).</li> </ul> <p>(d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.</p>
<b>Management Plans</b>	
<b>PC.4</b>	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) Be prepared by a Suitably Qualified Person(s);</li> <li>(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.</li> <li>(iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why.</li> <li>(v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs and CNVMP Schedules.</li> <li>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> <li>(i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> </ul>

Ref	Condition
	<p>(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> <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>
<b>PC.5</b>	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <p>(a) Great South Road;</p> <p>(b) Quarry Road,</p> <p>(c) Maketu Road, and,</p> <p>(d) Harrison Road.</p> <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>
<b>Stakeholder and Communications Management Plan</b>	
<b>PC.6</b>	<p>(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCMP shall include:</p> <p>(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);</p> <p>(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;</p> <p>(iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG;</p> <p>(iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;</p> <p>(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;</p> <p>(vi) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</p> <p>(d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<b>Urban and Landscape Design Management Plan (ULDMP)</b>	
<b>PC.7</b>	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p>

Ref	Condition
	<ul style="list-style-type: none"> <li>(i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context;</li> <li>(ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> <li>(iii) Acknowledge and recognise the whakapapa mana whenua have to the Project area.</li> </ul> <p>(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 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 (ULDF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;</li> <li>(ii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</li> </ul> <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</li> <li>D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;</li> </ul> </li> <li>(iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(v) Promotes inclusive access (where appropriate); and</li> <li>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(h) The ULDMP(s) shall include: <ul style="list-style-type: none"> <li>(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) Landscape and urban design details.</li> </ul> </li> <li>(i) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. Identification of existing trees and vegetation that will be retained, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained;</li> <li>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> <li>C. Street trees, shrubs and ground cover suitable for the location;</li> <li>D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>E. planting of stormwater wetlands;</li> <li>F. Integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. Re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces;</li> <li>(iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iv) Detailed specifications relating to the following:</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"><li>A. Weed control and clearance;</li><li>B. Pest animal management (to support plant establishment);</li><li>C. Ground preparation (top soiling and decompaction);</li><li>D. Mulching; and</li><li>E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li></ul>

## Specific Outline Plan Requirements (OPW)

Ref	Condition
<b>Flood Hazard</b>	
<b>OPW.1</b>	<p>(a) The Project shall be designed to ensure post-Project flood risk defined as flood level during a 1% AEP event) 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>
<b>Existing Property Access</b>	
<b>OPW.2</b>	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.

## Construction Conditions (CC)

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



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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(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;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(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;</li> <li>(xi) procedures for responding to complaints about Construction Works;</li> <li>(xii) methods for amending and updating the CEMP as required;</li> <li>(xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and</li> <li>(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"> <li>a. construction activities undertaken outside of flood plains and overland flow paths where practicable;</li> <li>b. scheduling of construction activities during dry periods; and</li> <li>c. staging of construction activities.</li> </ul> </li> </ul> <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work.</p> <p>(e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>

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

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.
<b>Transpower</b>	
<b>CC.9</b>	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
<b>CC.10</b>	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
<b>CC.11</b>	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
<b>CC.12</b>	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
<b>CC.13</b>	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
<b>CC.14</b>	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
<b>Electricity Infrastructure Management Plan</b>	
<b>CC.15</b>	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.
<b>CC.16</b>	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
<b>CC.17</b>	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> <li>(i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP.</li> <li>(ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> <li>A. Bombay to Otahuhu A (BOB-OTA-A) 110kV</li> <li>B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV</li> <li>C. Huntly to Otahuhu A (HLY-OTA-A) 220kV</li> </ul> </li> <li>(iii) Proposed staff and contractor training for those working near the transmission assets.</li> <li>(iv) Proposed methods to comply with Conditions CC.9 – CC.12 above;</li> <li>(v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001).</li> <li>(vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).</li> <li>(vii) Proposed methods to: <ul style="list-style-type: none"> <li>A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times;</li> <li>B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required;</li> <li>C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines;</li> <li>D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure;</li> <li>E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.</li> </ul> </li> </ul>
<b>CC.18</b>	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
<b>CC.19</b>	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> <li>(a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or</li> <li>(b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.</li> </ul>

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><b>ADVICE NOTE:</b></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: <a href="mailto:transmission.corridor@transpower.co.nz">transmission.corridor@transpower.co.nz</a></i></p>
<b>Cultural Monitoring Plan</b>	
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"> <li>(i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring.</li> </ul> <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>
<b>Construction traffic management plan</b>	
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"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;</li> <li>(ii) measures to manage the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;</li> <li>(v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;</li> <li>(vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> <li>(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);</li> <li>(x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management;</li> <li>(xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand;</li> <li>(xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</li> <li>(xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.</li> </ul>

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><b>ADVICE NOTE:</b></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>
<b>Construction noise and vibration management plan</b>	
<b>CC.23</b>	<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"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the Project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the Project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)];</li> </ul>

Ref	Condition
	<p>(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;</p> <p>(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</p> <p>(xiii) requirements for review and update of the CNVMP.</p>

**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
<b>Buildings containing activities sensitive to noise</b>			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
<b>Other occupied buildings</b>			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

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

**Vibration Criteria**

**CC.25**

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

**Table CC.25.1 Construction vibration criteria**



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>			
<b>CC.26</b>	<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"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;</li> <li>(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25.</li> </ul> <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"> <li>(i) construction activity location, start and finish times;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25;</li> <li>(iv) the proposed mitigation;</li> <li>(v) the proposed communication with neighbours; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>			

Ref	Condition
<b>Historic Heritage Management Plan</b>	
<b>CC.27</b>	<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"> <li>i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>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;</li> <li>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;</li> <li>I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP</li> </ul> </li> </ul> </li> </ul>

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>
<b>Pre-Construction Ecological Survey</b>	
<b>CC.28</b>	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> <li>i) Confirming whether the species of value within Biodiversity Areas<sup>1</sup> identified in Schedule 3 are still present, and;</li> <li>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.</li> </ul> <p>(b) 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>
<b>Ecological Management Plan (EMP)</b>	
<b>CC.29</b>	<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"> <li>i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: <ul style="list-style-type: none"> <li>A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.</li> <li>B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> </ul> </li> </ul>

<sup>1</sup> **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"> <li>C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;</li> <li>D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);</li> <li>E. Details of measures to minimise operational disturbance from light spill; and</li> <li>F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.</li> </ul> <p>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):</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and</li> <li>B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.</li> </ul> <p>iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> <li>A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</li> <li>C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</li> <li>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>v. minimising light spill from construction areas into Wetlands.</li> </ul> <p><b>Advice Note:</b>  <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"> <li>i. <i>Stream and/or wetland restoration plans;</i></li> <li>ii. <i>Vegetation restoration plans; and</i></li> <li>iii. <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i></li> </ul>
<b>Tree Management Plan</b>	
<b>CC.30</b>	<ul style="list-style-type: none"> <li>(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).</li> <li>(b) The Tree Management Plan shall: <ul style="list-style-type: none"> <li>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"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i));</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>ii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul> </li> </ul>

## Operational Conditions (OC)

Ref	Condition
<b>Low Noise Road Surface</b>	
<b>ON.1</b>	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
<b>ON.2</b>	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

# Stage 2 P2B – Attachments

## Schedule 1: General Accordance Plans and Information

### Project Description

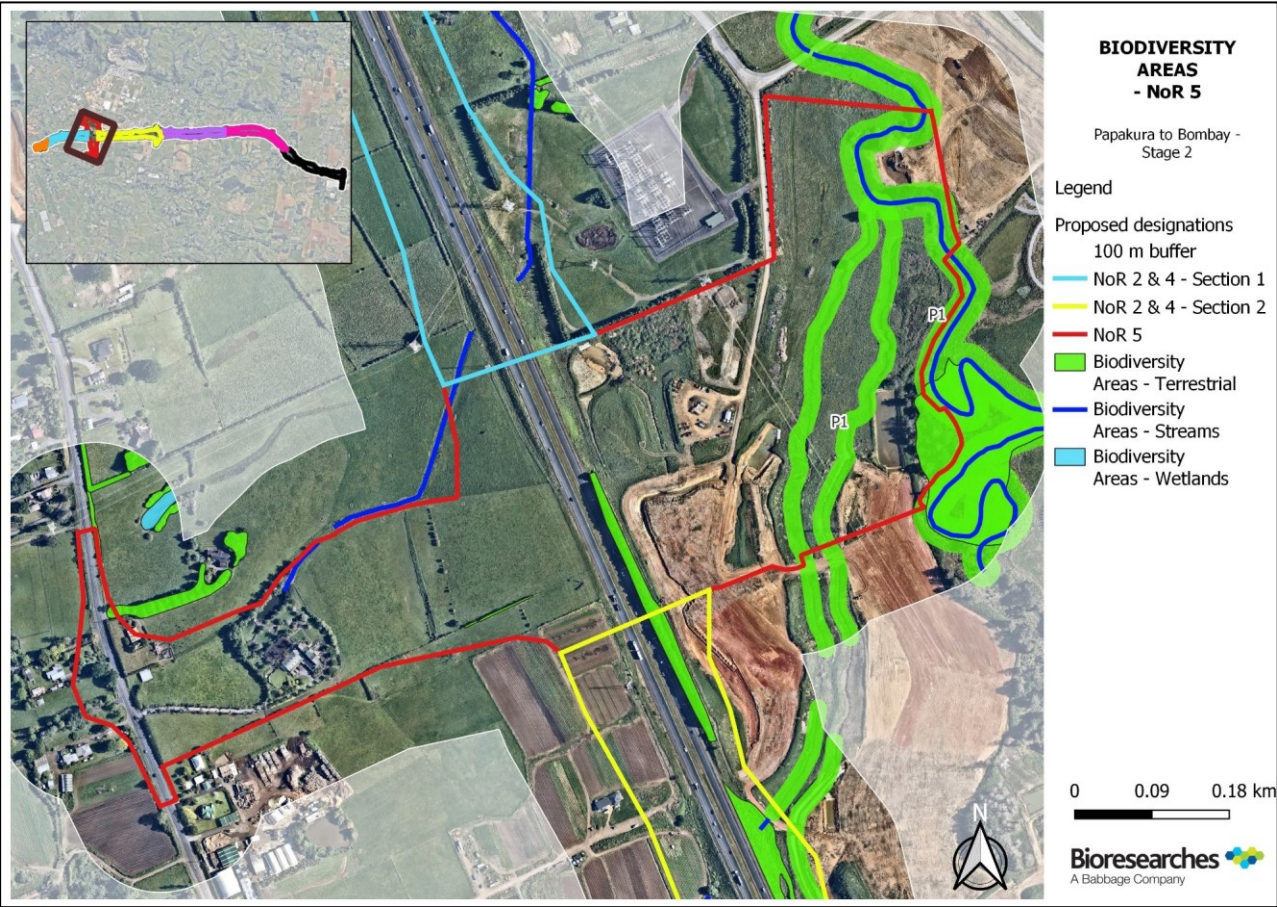
The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

### Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas



**Schedule 3: Identified PPFs Noise Criteria Categories**

Schedule: PPFs assess against new road Criteria

PPF Address	Noise Criteria Category
1206 Great South Road	A
1207 Great South Road	A
1212 Great South Road	A
1216 Great South Road	A
1218 Great South Road	A
1222 Great South Road	A
1236 Great South Road	A
1245 Great South Road	A
1246 Great South Road	A
1255 Great South Road	A
1255 Great South Road	A



PPFs Location Map – assess against new road Criteria

