

# NoR 4b Form 18

December 2022

Waka Kotahi NZ Transport Agency

Designation 6717 – State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening).

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

To: Auckland Council  
PO Box 92300  
Auckland 1142

From: Waka Kotahi New Zealand Transport Agency  
Private Bag 106602  
Auckland 1143

Pursuant to Section 181 (1) of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of its requirement to alter a designation. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Act 2003 which confirms that the order applies to NZ Transport Agency – these confirm the NZ Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway
- Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the NZ Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.

The legal name for Waka Kotahi as a Requiring Authority is the New Zealand Transport Agency. Our corporate name Waka Kotahi is used throughout this notice.

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

The designation to be altered is designation reference 6717 in the Auckland Unitary Plan Operative in Part (**AUP:OP**) referred to as NoR 4b throughout this notice.

The Requiring Authority listed for the designation in the AUP:OP is New Zealand Transport Agency.

The purpose of the designation is for State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening).

The nature of the alteration is a change to the boundary of the designation and an associated change to the conditions for the extent shown in Figure 1 below:



Figure 1 Map showing existing Designation 6717 and NoR 4b - proposed alteration to Designation 6717

**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 4.6 hectares. The requirement applies to five 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 for NoR 4b is an upgrade of the existing State Highway 20B (**SH20B**) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (**BRT**) corridor, walking and cycling facilities and associated infrastructure. 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:

- a) An upgrade of the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;
- b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and

- c) Construction activities, including vegetation removal and establishment of construction areas.

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

The proposed conditions that will apply to the work within the area of the proposed designation alteration are included in **Attachment C** of this Notice. All other conditions of the existing designation will continue to apply to the remainder of the designation.

**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 Sections 9 and 10 of the AEE Report.

The positive effects of the Project are described in Section 9.1 of the AEE. However, in summary, the Project will:

- Provide better access to jobs and education for southern and eastern Auckland;
- Enable a significant increase in public transport usage in the area, increasing the public transport mode share and decreasing travel by light vehicles;
- Improve integration with existing and future public transport networks;
- Improve walking and cycling connectivity, including to employment, social and recreational facilities;
- Provide for the inclusion of green stormwater infrastructure, such as vegetated swales, planted stormwater wetlands and raingardens; and
- Provides opportunities to enhance the character and identity of the neighbourhoods through future design and partnership with Manawhenua.

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

- Transport (Section 9.3 of the AEE);
- Arboriculture (Section 9.4 of the AEE);
- Social (Section 9.5 of the AEE);
- Property (Section 9.6 of the AEE);
- Urban Design (Section 9.7 of the AEE);
- Landscape (Section 9.8 of the AEE);
- Flooding (Section 9.9 of the AEE);
- Noise and Vibration (Section 9.10 of the AEE);
- Terrestrial ecology (Section 9.11 of the AEE);
- Archaeological and built heritage (Section 9.12 of the AEE); and

- Network Utilities (9.13 of the AEE).

The AEE draws on information provided in the Technical Assessment Reports (contained in Volume 4 of the AEE).

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

A wide range of alternatives have been investigated.

The assessment of alternatives process has generally followed a long list – short list – recommended option process, starting at the broadest feasible area and progressively narrowing down the area to a single preferred route.

*Section 1.2.4: Background and context* of the AEE summarises the background to the development of the Airport to Botany Bus Rapid Transit Project, which includes NoR 4b.

The process by which Waka Kotahi considered alternative sites, routes and methods for NoR 4b is detailed in *Appendix A of the AEE: Assessment of Alternatives Report*. The development of NoR 4b was based on a comprehensive and robust optioneering process taking into account Manawhenua, stakeholder and landowner feedback along with specialist assessment inputs.

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

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

The Waka Kotahi objective for the proposed work is to provide for the maintenance, operation and improvement of the State Highway 20B corridor while enabling the implementation and delivery of a cycleway and shared path and a public transport corridor.

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

- Enable the provision of a BRT corridor improving access between Botany, Manukau and the Airport
- Provide separated walking and cycling facilities which will increase mode shift and improve safety for all users.

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 Waka Kotahi 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. The resource consents are not sought at this time and will be sought when detailed design is complete and closer to the construction. The future resource consents likely to be required for NoR 4b are summarised below:**

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020;
- At this stage, no relocation of Transpower's pylons or transmission lines is anticipated and therefore no resource consents will be required under the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009;
- Likely resource consents for the following activities under the Auckland Unitary Plan: Operative in part include:
  - Bulk earthworks and associated discharge of sediment;
  - Removal of riparian vegetation;
  - Stormwater discharge to land or water;
  - Discharge of contaminants to land;
  - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands;
  - Temporary construction works and minor vegetation removal; and
  - Bridge, culvert, and related stream works will be sought as part of the future consenting stage.

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

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Manawhenua, property owners and occupiers, Auckland Council, Auckland Airport, network utility operators, emergency services, business and community representative groups and the wider community. Engagement activities included online meetings, phone calls, face to face meetings, workshops, presentations, hui, newsletters, and online information.

The consultation undertaken is detailed in *Section 11: Engagement of the AEE*.

## Supporting Information

Waka Kotahi submits the following information in support of this Notice:

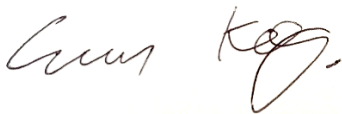
### Attachments to the Notice

- Attachment A – Designation Plans
- Attachment B – Schedule of Directly Affected Property
- Attachment C – Proposed Designation Conditions

### Accompanying Information

- Volume 2: Assessment of Effects on the Environment;
- Volume 3: General Arrangement Plans; and
- Volume 4: Supporting Technical Assessment Reports.

Signed by:



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

Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

8 December 2022

Address for Service:

Waka Kotahi New Zealand Transport Agency

Level 5 AMP Tower

29 Customs Street West

Auckland

Private Bag 106602

Auckland City

Auckland 1143



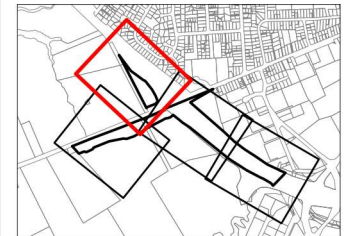
**Attachment A  
Designation Plans**



## Designation Plan

### Land to be Designated Airport to Botany Rapid Transit Upgrade

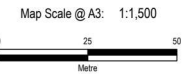
- Legend**
- Proposed Designation
  - Parcel Boundary
  - 507729 Property ID



This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

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Scale may be incorrect when printed.

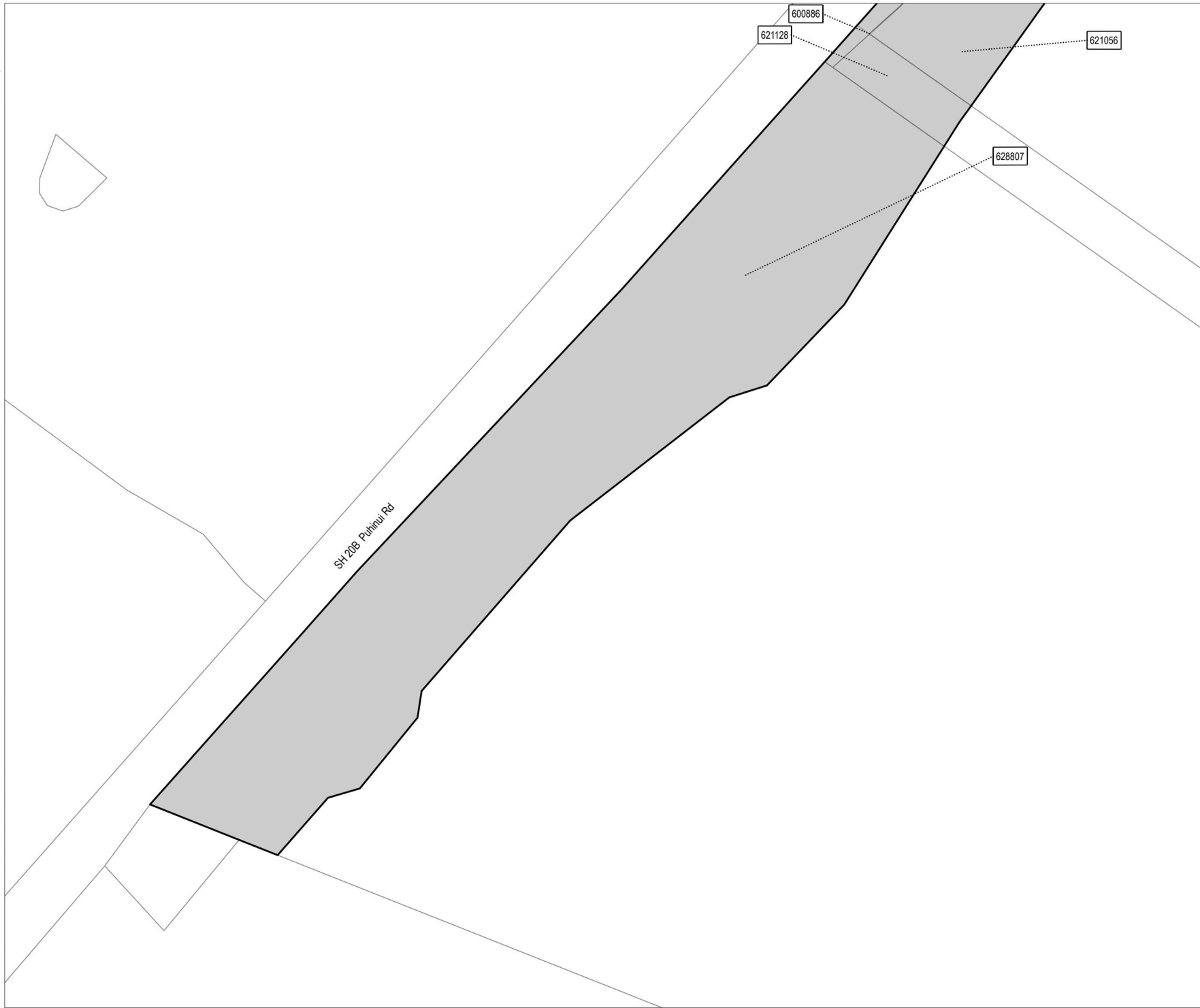
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Revision	Author	Verified	Approved	Date



Client: <b>Auckland Transport / Waka Kotahi</b>	Discipline: <b>GIS</b>
Project: <b>Airport to Botany Rapid Transit Upgrade</b>	Drawing No: <b>SGA-PA-038</b> Sheet No : 1 of 4

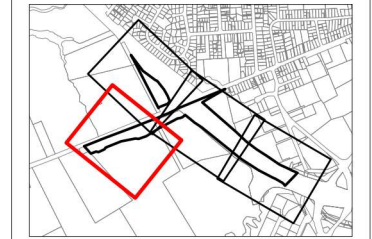


## Designation Plan

### Land to be Designated Airport to Botany Rapid Transit Upgrade

**Legend**

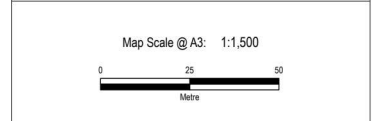
- Proposed Designation
- Parcel Boundary
- Property ID



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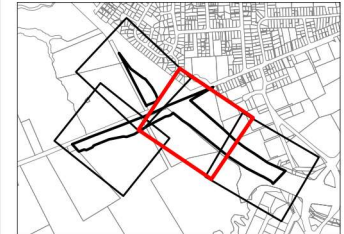
Revision	Author	Verified	Approved	Date	<b>H</b>
1	RR9	R/L	HH	29/11/2022	
<b>Client:</b> Auckland Transport / Waka Kotahi					<b>Discipline:</b> GIS
<b>Project:</b> Airport to Botany Rapid Transit Upgrade					<b>Drawing No.:</b> SGA-PA-038 Sheet No : 2 of 4



## Designation Plan

### Land to be Designated Airport to Botany Rapid Transit Upgrade

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

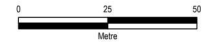


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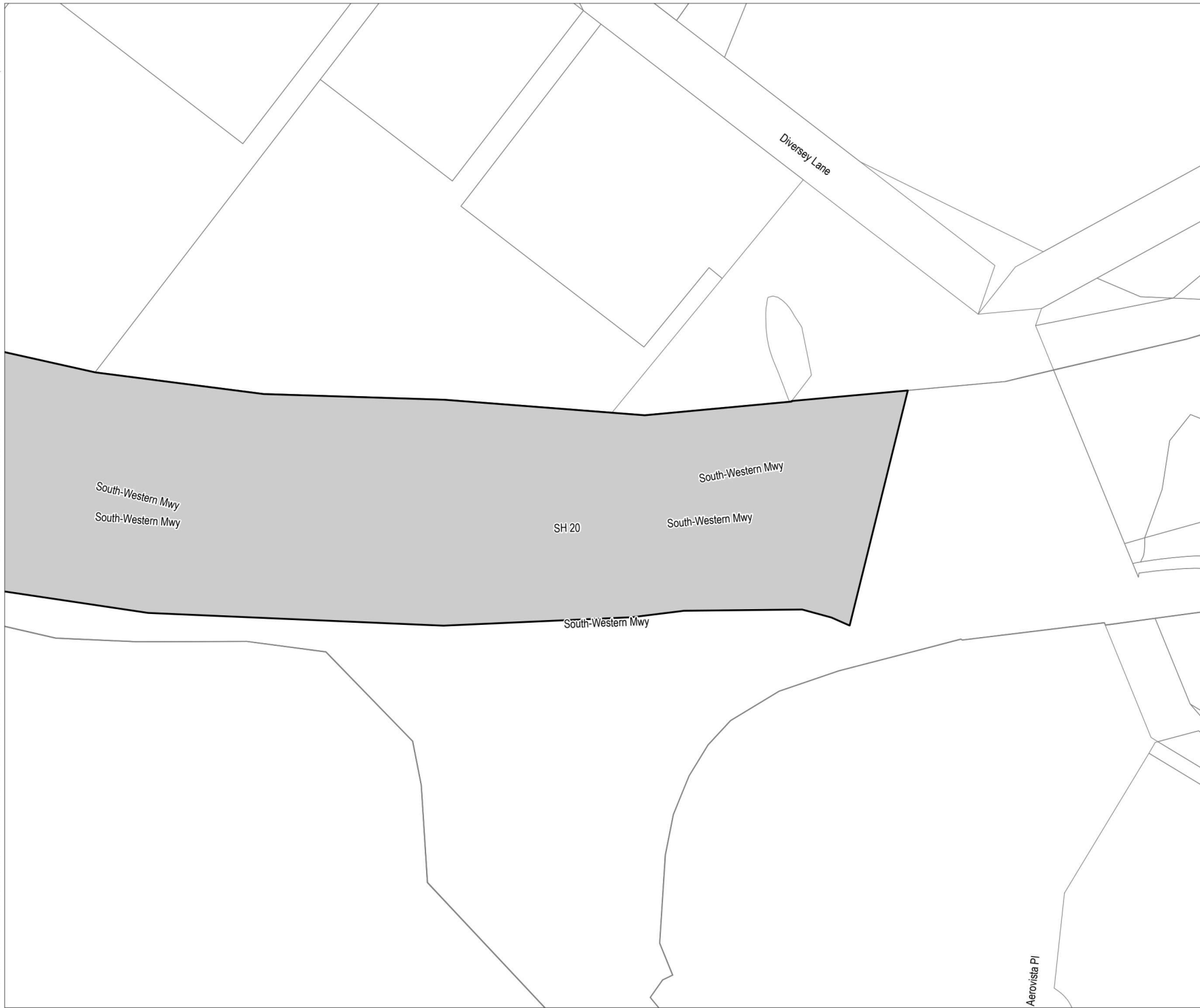
Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date



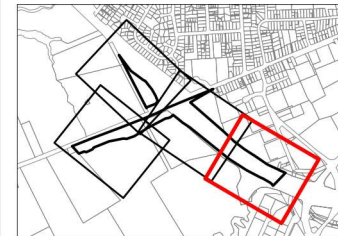
<b>Client:</b> Auckland Transport / Waka Kotahi					<b>Discipline:</b> GIS
<b>Project:</b> Airport to Botany Rapid Transit Upgrade					<b>Drawing No.:</b> SGA-PA-038 Sheet No : 3 of 4



## Designation Plan

### Land to be Designated Airport to Botany Rapid Transit Upgrade

- Legend**
- Proposed Designation
  - Parcel Boundary
  - 507729 Property ID

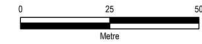


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Revision	Author	Verified	Approved	Date



**Client:**  
Auckland Transport / Waka Kotahi

**Discipline:**  
GIS

**Project:**  
Airport to Botany Rapid Transit Upgrade

**Drawing No:**  
SGA-PA-038  
Sheet No : 4 of 4



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

Property ID	Address	Intent	Title Number	Legal Description	Approx. land to be designated (m2)	Sheet No
600886	12A Diversey Lane	Legalisation	875104	Section 1 SO 527492	31	1
621056	352 Puhinui Road	Fee Simple Title	206578	Part Lot 1 DP 350511	6189	1
621128	356 Puhinui Road	Fee Simple Title	206579	Part Lot 2 DP 350511	1072	1
621049	12A Diversey Lane	Legalisation	875104	Section 2 SO 527492	21	3
628807	358 Puhinui Road	Fee Simple Title	949598	Lot 1 DP 547259	24012	2

**Attachment C**  
**Proposed Designation Conditions**

## NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6717 (NoR 4b)

### Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</li> </ul>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 23
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> <li>• archaeological site investigations;</li> <li>• formation of access for geotechnical investigations;</li> <li>• establishment of site yards, site entrances and fencing;</li> <li>• constructing and sealing site access roads;</li> <li>• demolition or removal of buildings and structures;</li> <li>• relocation of services; and</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.



Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> <li>• Te Ākitai Waiohū</li> <li>• Ngāi Tai ki Tamaki</li> <li>• Ngāti Te Ata Waiohū</li> <li>• Ngāti Whanaunga</li> <li>• Ngāti Tamaoho</li> <li>• Ngāti Paoa Trust Board</li> <li>• Te Ahiwaru</li> <li>• Ngāti Tamaterā</li> <li>• Ngāti Maru</li> </ul> <p><b>Note:</b> other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan

Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

<b>General conditions</b>	
<b>1.</b>	<p><b>Activity in General Accordance with Plans and Information</b></p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> <li>(ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
<b>2.</b>	<p>(a) Conditions 1 – 24 of this designation shall only apply to the work described in the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Except where explicitly provided for, Conditions 1 – 24 do not apply to works associated with on-going operation, safety improvements, and maintenance of the existing state highway, or the upgraded state highway following construction of the Project.</p>
<b>3.</b>	<p><b>Project Information</b></p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes; and</li> <li>(iii) contact details for enquiries.</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under section 176(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>4.</b>	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <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 Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>5.</b>	<p><b>Te Ākitai Waiohua – Southwest Gateway Programme</b></p> <p>The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>

6.	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) 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>
<p><b>Pre-construction Conditions</b></p>	
7.	<p><b>Outline Plan</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).</p> <p>(c) 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>(d) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan;</li> <li>(vi) Historic Heritage Management Plan; and</li> <li>(vii) Ecological Management Plan.</li> </ul>
8.	<p><b>Management Plans</b></p> <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 and Experienced Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) 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>(v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(vii) once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 8 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; and</li> <li>(iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision.</li> </ul> <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
9.	<p><b>Mana Whenua Partnership</b></p> <p>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Partnership Forum (MWPF).</p>

	<p>The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF shall address (as a minimum) the following matters:</p> <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> </ul> </li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</li> <li>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> </ul> </li> <li>(vi) the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes;</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</li> <li>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the MWPF has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> </ul> </li> </ul> <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p> <p>(c) The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p>
<p><b>10.</b></p>	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <p>(a) A SCEMP shall be prepared 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>(iii) opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</li> </ul>

	<ul style="list-style-type: none"> <li>(iv) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with;</li> <li>(v) identification of the properties whose owners will be engaged with;</li> <li>(vi) methods and timing to engage with landowners whose access is directly affected;</li> <li>(vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</li> <li>(viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p><b>11.</b></p>	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <ul style="list-style-type: none"> <li>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) 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 a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 21) and the Ecological Management Plan (Condition 23) may be reflected in the ULDMP.</li> <li>(c) The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> <li>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and</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.</li> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul> </li> <li>(d) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version.</li> </ul> </li> <li>(e) To achieve the objective, the ULDMP(s) shall provide details of how the project: <ul style="list-style-type: none"> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) 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>(v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the 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 historical portage routes will be recognised;</li> <li>D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</li> <li>E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: <ul style="list-style-type: none"> <li>a. preserving them in the design and maintenance of the Project; and</li> <li>b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere.</li> </ul> </li> </ul> </li> </ul> </li> </ul>

	<p>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</p> <p>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</p> <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <p>A. opportunities for ki uta ki tai (a catchment scale approach);</p> <p>B. opportunities for net catchment benefit;</p> <p>C. green infrastructure and nature-based solutions; and</p> <p>D. opportunities for low maintenance design.</p> <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP(s) shall include:</p> <p>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;</p> <p>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</p> <p>(iii) landscape and urban design details – that cover the following:</p> <p>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</p> <p>B. roadside elements – such as lighting, fencing, wayfinding and signage;</p> <p>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</p> <p>D. architectural and landscape treatment of noise barriers;</p> <p>E. landscape treatment of permanent stormwater control wetlands and swales;</p> <p>F. integration of passenger transport;</p> <p>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</p> <p>H. historic heritage places with reference to the HHMP (Condition 21); and</p> <p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained. Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 23)</p> <p>F. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>G. re-instatement planting of construction and site compound areas as appropriate.</p> <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <p>A. weed control and clearance;</p> <p>B. pest animal management (to support plant establishment);</p> <p>C. ground preparation (top soiling and decompaction);</p> <p>D. mulching; and</p> <p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</p>
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**Specific Outline Plan Requirements**

12.	<p><b>Flood Hazard</b></p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p>
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	<ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <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> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
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### Construction Conditions

<p><b>13.</b></p>	<p><b>Construction Environmental Management Plan (CEMP)</b></p> <ul style="list-style-type: none"> <li>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: <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) details of the proposed construction yards including temporary screening when adjacent to residential areas, 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; and</li> <li>(xii) methods for amending and updating the CEMP as required.</li> </ul> </li> </ul>
<p><b>14.</b></p>	<p><b>Complaints Register</b></p> <ul style="list-style-type: none"> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> <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) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint;</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> </li> <li>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</li> </ul>

15.

**Cultural Monitoring Plan**

- (a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.
- (b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.
- (c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works.
- (d) The Cultural Monitoring Plan shall include:
  - (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
  - (ii) requirements and protocols for cultural inductions for contractors and subcontractors;
  - (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
  - (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities;
  - (v) details of the preferred Accidental Discovery Protocol; and
  - (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (e) 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 Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

**Advice Note:**

Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

16.

**Construction Traffic Management Plan (CTMP)**

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
  - (i) methods to manage the effects of temporary traffic management activities on traffic;
  - (ii) measures to ensure the safety of all transport users;
  - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
  - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
  - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
  - (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
  - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
  - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).

17.

**Construction Noise Standards**

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

**Table 17.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
<b>Occupied activity sensitive to noise</b>			



Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 17.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 20 shall apply.

**18.**

**Construction Vibration Standards**

(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 18.1 Construction vibration criteria**

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

\*Category A criteria adopted from Rule E25.6.30.1 of the AUP

\*\*Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

(b) Where compliance with the vibration standards set out in Table 18.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c)((x)), then the methodology in Condition 20 shall apply.

**19.**

**Construction Noise and Vibration Management Plan (CNVMP)**

(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.  
 (b) A CNVMP shall be implemented during the Stage of Work to which it relates.  
 (c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and the

	<p>Waka Kotahi 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) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;</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) identification of areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 19 (c)(x);</li> <li>(xii) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels;</li> <li>(xiii) procedures for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</li> <li>(xiv) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</li> <li>(xv) requirements for review and update of the CNVMP.</li> </ul>
<p><b>20.</b></p>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 17;</li> <li>(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish dates;</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 17 and 18 and predicted duration of the exceedance;</li> <li>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(v) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> <li>(vi) location, times and types of monitoring.</li> </ul> </li> <li>(c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule.</li> <li>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above.</li> </ul>

	The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
21.	<p><b>Historic Heritage Management Plan (HHMP)</b></p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum (Condition 9) and Urban and Landscape Design Management Plan (Condition 11) 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>(ix) methods for avoiding, remedying or mitigation 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> </ul> </li> <li>(x) 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>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15.</li> </ul> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p><b>Accidental Discoveries</b></p> <p><b>Advice Note:</b></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</i></p>
22.	<p><b>Pre-Construction Ecological Survey</b></p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p>

	<ul style="list-style-type: none"> <li>(i) confirming whether the species of value within the Identified Biodiversity Areas recorded in Schedule 2 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 (or any subsequent updated version).</li> </ul> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value in accordance with Condition 22(a)(i) and the effects are likely in accordance with Condition 22(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
<p><b>23.</b></p>	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values 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 22(b) for the presence of long-tailed bats: <ul style="list-style-type: none"> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed 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) will be provided and maintained; and</li> <li>E. where mitigation isn't practicable, details of any offsetting proposed.</li> </ul> </li> <li>(ii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds): <ul style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;</li> <li>C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and</li> <li>D. details of grass maintenance if Pipit are present.</li> </ul> </li> <li>(iii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where works are required within the Confirmed Biodiversity Area during the bird breeding 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> </ul> </li> </ul>

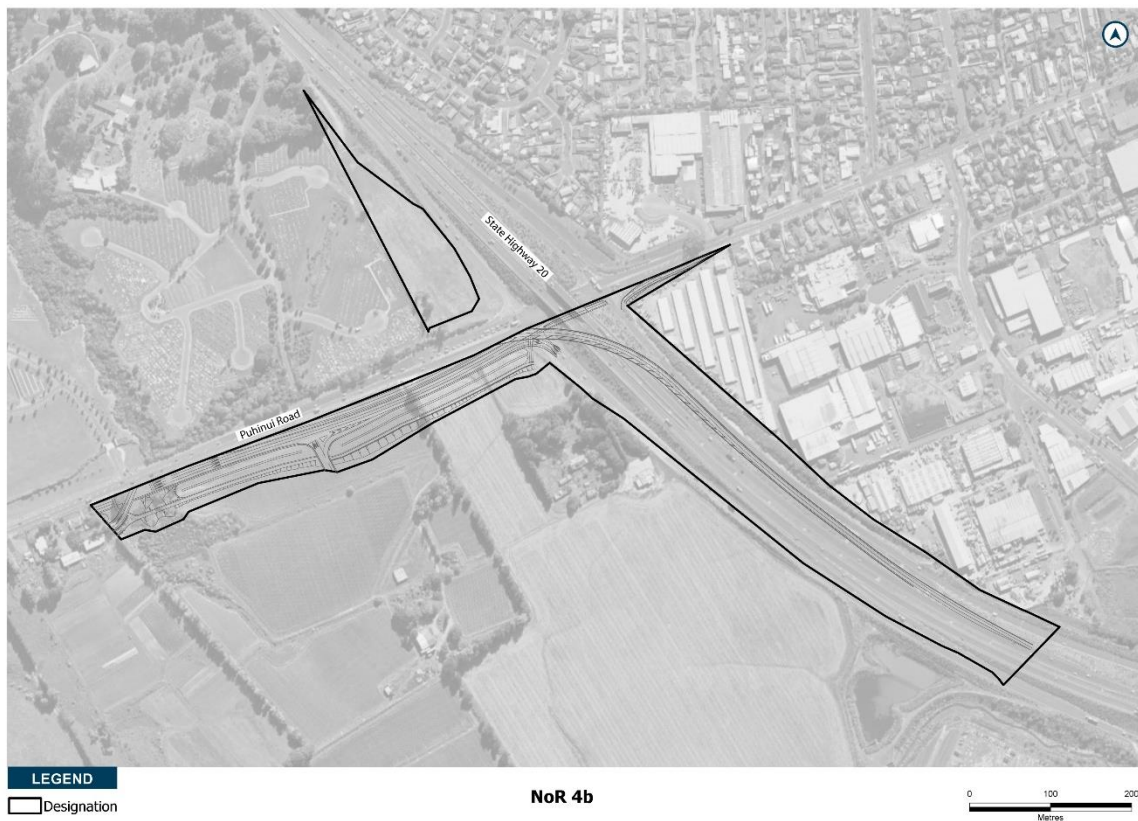
	<p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> <li>a. a 20m buffer area around the nest location and 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>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced 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 and Experienced Person; and</li> <li>c. minimising the disturbance from the works if construction works are required within 50m of a nest, as advised by a Suitably Qualified and Experienced Person.</li> </ul> <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p><b>Advice Note:</b></p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> <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 (e.g. avifauna, herpetofauna, bats).</i></li> </ul>
24.	<p><b>Network Utility Management Plan (NUMP)</b></p> <ul style="list-style-type: none"> <li>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: <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> <li>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> </li> <li>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s), (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</li> <li>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</li> <li>(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</li> <li>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</li> <li>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.</li> </ul>

## Schedule 1: General accordance plan and information

The proposed work is an upgrade of the existing State Highway 20B (SH20B) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (BRT) corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) An upgrade of the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;
- b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and
- c) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

### Concept Plan:



## Schedule 2: Pre-construction pipit survey area



**LEGEND**

-  Designation
-  Pre-construction Pipit survey area (approx.)

