

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

TO: Auckland Council

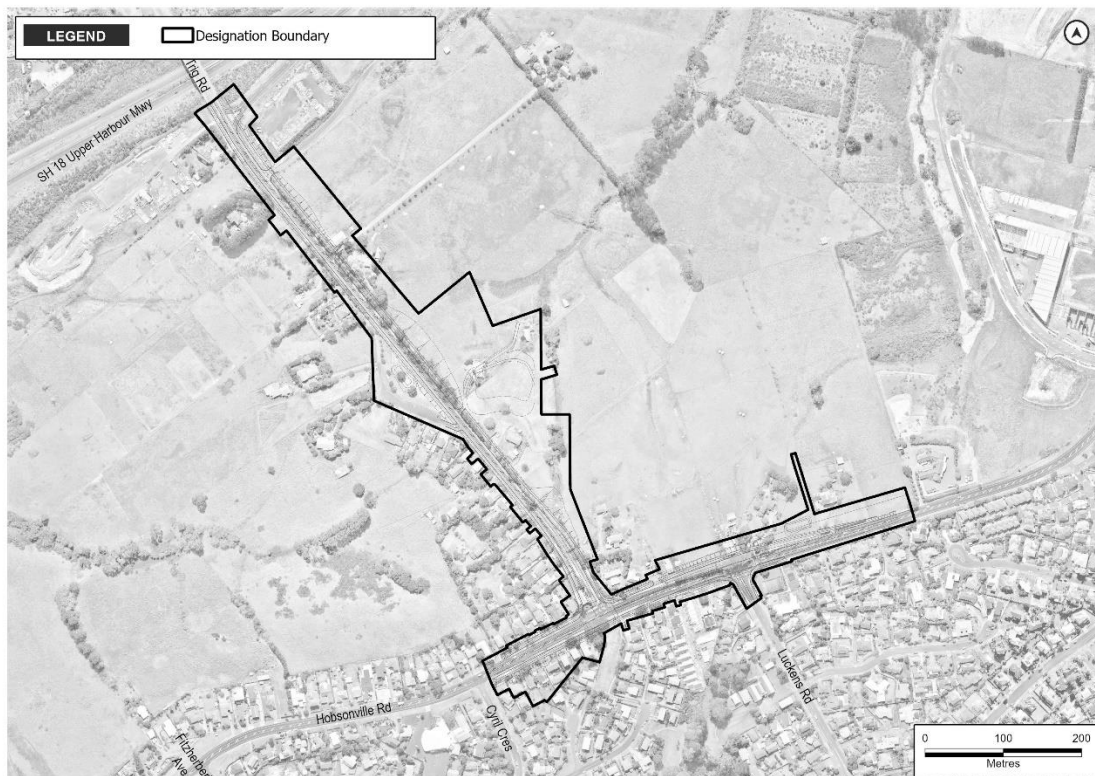
FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an arterial transport corridor on Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road.

1 SUMMARY

AT is proposing to upgrade Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road, to an arterial transport corridor in the next 15 years. The Trig Road Corridor Update Project (the Project) sits under the Te Tupu Ngātahi Supporting Growth Programme.

The extent of the project, designation and boundary is outlined below and shown in detail on the Designation Plans contained in Attachment A.





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

The Project Objectives are to:

- **Project Objective 1:** Provide an urban arterial transport corridor between State Highway 18 and Hobsonville Road to support and integrate with the planned urban residential growth of Whenuapai.
- **Project Objective 2:** Provide arterial transport corridors that are safe for all transport users.
- **Project Objective 3:** Contribute to mode shift by providing a choice of transport options including walking, cycling and public transport.

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

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

The area of the NOR is shown on the Designation Plans included in Attachment A of this Notice. The NOR applies to an area of land of approximately 67072 square metres (not including legal roads) located in Whenuapai. The requirement applies to 66 land parcels (not including legal roads). The land directly affected by the NOR is identified in the Schedule of Directly Affected Property included in Attachment B of this Notice.

3 THE NATURE OF THE PROPOSED WORKS IS:

The proposed work is the construction, operation and maintenance of an arterial transport corridor on Trig Road in Whenuapai, between State Highway 18 and Hobsonville Road, and associated activities. The nature of the proposed work is described in Section 3: The Trig Road Project and Section 7: Construction Works of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- The widening and upgrading of the existing Trig Road transport corridor to accommodate a 24m wide, two-lane arterial standard transport corridor between the SH18 off-ramps and Hobsonville Road. A dedicated, bi-directional cycleway is proposed on the eastern side of the Trig Road corridor as well as footpaths on either side of the corridor.
- Changes to the SH18 bridge layout to accommodate walking and cycling facility upgrades and tie in works within the existing road reserve north of SH18.
- The upgrade and widening of Hobsonville Road generally between Cyril Crescent and Luckens Road to provide a four-lane corridor, which is generally 25m in width. These works include separated cycle paths and footpaths on both sides of the corridor. The widening will require land to provide for the construction and operation of the corridor including earthworks and driveway modifications.
- Two staggered signalised T-intersections at the Hobsonville Road / Trig Road and Hobsonville Road / Luckens Road intersections.
- Provision for public transport to improve bus travel time and reliability. This includes providing for bus only through movements in the the left-turn lanes on Hobsonville Road at the intersections of



Luckens Road and Trig Road, providing a dedicated kerb-side lane on both sides of Hobsonville Road and providing a right-turn bus advance lane on Trig Road.

- Upgrades to the existing stormwater culverts that cross beneath Trig Road.
- Fill embankment over a groundwater seepage area just off the eastern side of Trig Road at the upper branch of Trig Stream, and appropriate groundwater management to capture and convey the constant groundwater feed out of the fill embankment.
- The provision of new stormwater management devices. This includes a dry pond for the attenuation of additional post-development peak flows and to meet water sensitive design requirements. Raingardens are proposed to provide stormwater treatment and retention, with “at source” treatment within the berms along the carriageway as well as “end of pipe” treatment in larger raingardens.
- Bulk earthworks.
- Removal and relocation of existing utilities.
- Other construction related activities required outside the permanent corridor including re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

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

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

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

The AEE Report contains a description of the existing and likely future environment (Section 5), an assessment of the effects on the environment from the Project (Section 9), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 10).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are outlined in the AEE, in particular Section 9.1. However, they are summarised as follows:

- The Project will support the ongoing urbanisation of the area, by providing improved accessibility to the Future Urban Zoned land surrounding the Project area through an upgraded urban transport corridor and greater connectivity between SH18 and Hobsonville Road..
- The Project will provide pedestrian, cycle and public transport facilities along Trig Road, which will enable greater choice of mode and provide improved safety outcomes for transport users.
- The proposal includes planting and fencing and protection of two wetlands in perpetuity.
- The Project will improve transport network functions and contribute to a high-quality urban environment for local residents, businesses and road users.

Adverse Effects

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

- Transportation Effects (Section 9.2)



- Noise and Vibration Effects (Section 9.3)
- Archaeology and Heritage Effects (Section 9.4)
- Cultural Effects (Section 9.5)
- Landscape and Visual Effects (Section 9.6)
- Ecological Effects (Section 9.7)
- Property, Land Use and Business Effects (Section 9.8)
- Stormwater and Flooding Effects (Section 9.9)
- Earthworks, Erosion and Sediment Deposition (Section 9.10)
- Contamination (Section 9.11)

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

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

A wide range of alternatives have been investigated for addressing the future transport needs in Whenuapai. Alternatives were assessed at all stages of Project development. In summary, once problems, issues and objectives had been established, a list of corridor options were developed to achieve the outcomes. These were refined into a range of alignment options with the preferred options further refined to develop the indicative alignment.

The process by which AT considered alternative sites, routes and methods for the Project is detailed in Appendix A of the AEE: Assessment of Alternatives Report. 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.

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

The works and designation are reasonably necessary to meet the objectives of AT, refer to Section 12.3 of the AEE.

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

The AT objectives for the Project are to:

- **Project Objective 1:** Provide an urban arterial transport corridor between State Highway 18 and Hobsonville Road to support and integrate with the planned urban residential growth of Whenuapai.
- **Project Objective 2:** Provide arterial transport corridors that are safe for all transport users.
- **Project Objective 3:** Contribute to mode shift by providing a choice of transport options including walking, cycling and public transport.

The Project achieves these objectives by:



- The proposed works will assist in the efficient operation of the local transport network.
- The proposed works will provide additional transport network capacity for planned growth in the Whenuapai area, in particular it will enable the use and development of planned future urban land adjoining the Project in accordance with the Auckland Unitary Plan.
- Sufficient space and facilities will be provided to ensure that the proposed transport corridors are safe for all transport users, including vehicles, public transport, walking and cycling.
- The proposed works contribute to mode shift by providing a choice of transport options through the provision of separated and protected walking and cycling facilities, including signalised pedestrian/cycle crossing facilities, and public transport measures to improve bus travel time and reliability.
- It will allow AT and/or its authorised agents to undertake the works for the construction, operation and maintenance of the Project comprising transport corridors and associated ancillary components/ activities.
- It will enable works to be undertaken in a comprehensive and integrated manner.
- It will add protection to the route from future incompatible development which may preclude or put at risk the construction and/or operation and maintenance of the corridor.
- The designation will be included in the Auckland Unitary Plan providing certainty to the public as to the intended use of the land and nature of the activity authorised.

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

8 THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE BEEN APPLIED FOR:

The Project will require resource consents for a number of activities to enable the proposed works. The necessary resource consents are being sought in parallel to the NOR. The resource consents being sought 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 the construction of specified infrastructure within, and within 100m of natural wetlands, reclamation of natural wetlands, and construction of culverts and associated structures and disturbance within natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands. Specifically, the construction of batter slopes and culvert extensions resulting in the loss of natural wetland.
 - Vegetation removal within a riparian yard.
 - Bulk earthworks.
 - Discharge of contaminants to land.



9 THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

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

The consultation and engagement undertaken is detailed in Section 11 of the AEE Report.

10 EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 15 years for implementation of the proposed designation.

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

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

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

Signed on behalf of AT

A handwritten signature in black ink, which appears to read 'Jane Small', is written over the printed name.

Jane Small
Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

19 December 2022

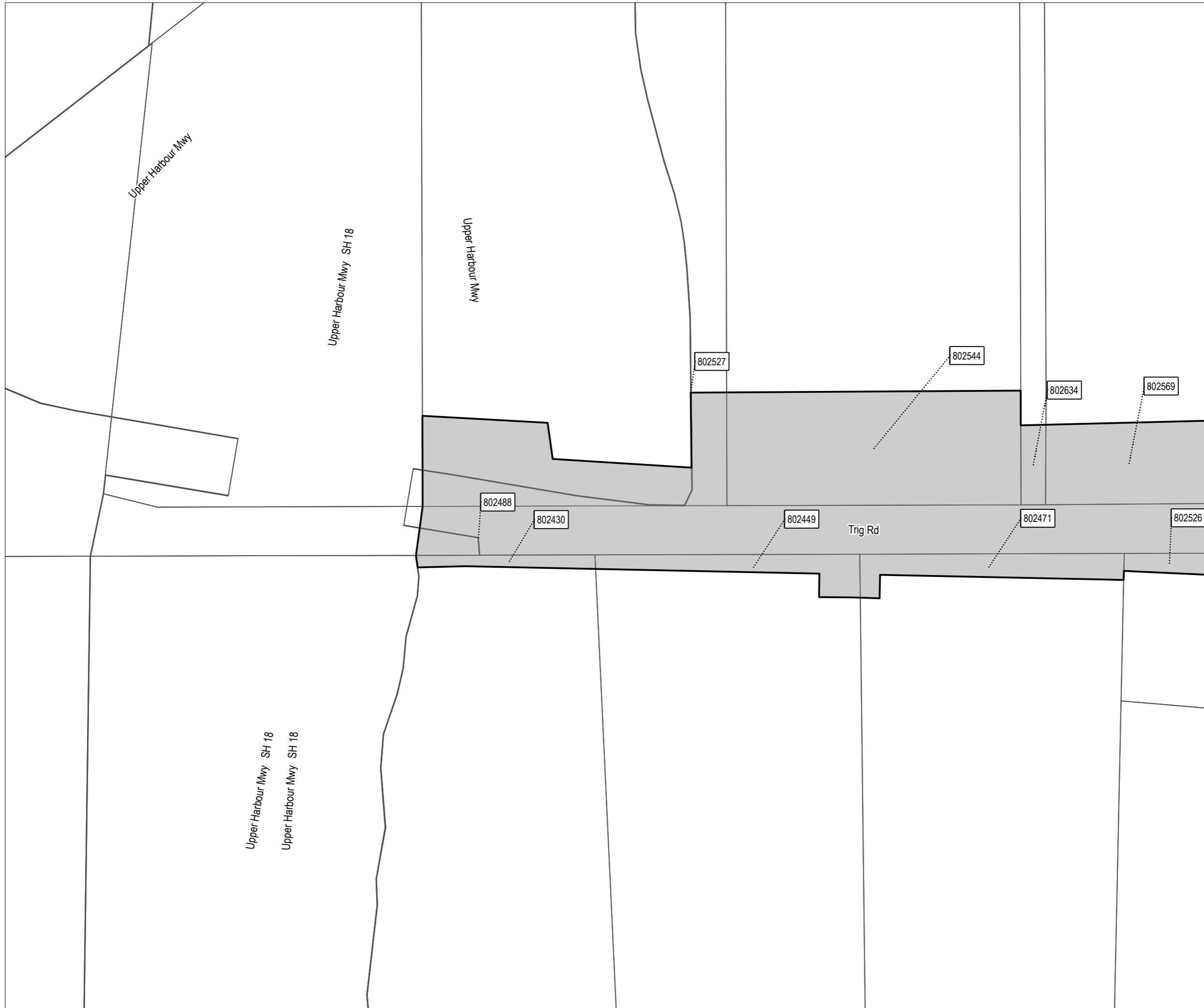
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation





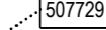
Attachment A – Designation Plans

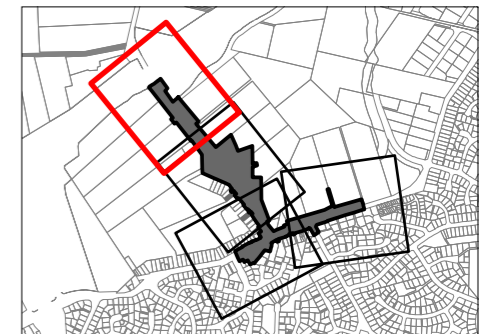


Designation Plan

Land to be Designated
Trig Road Corridor Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

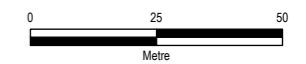


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Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	RE	27/11/2022

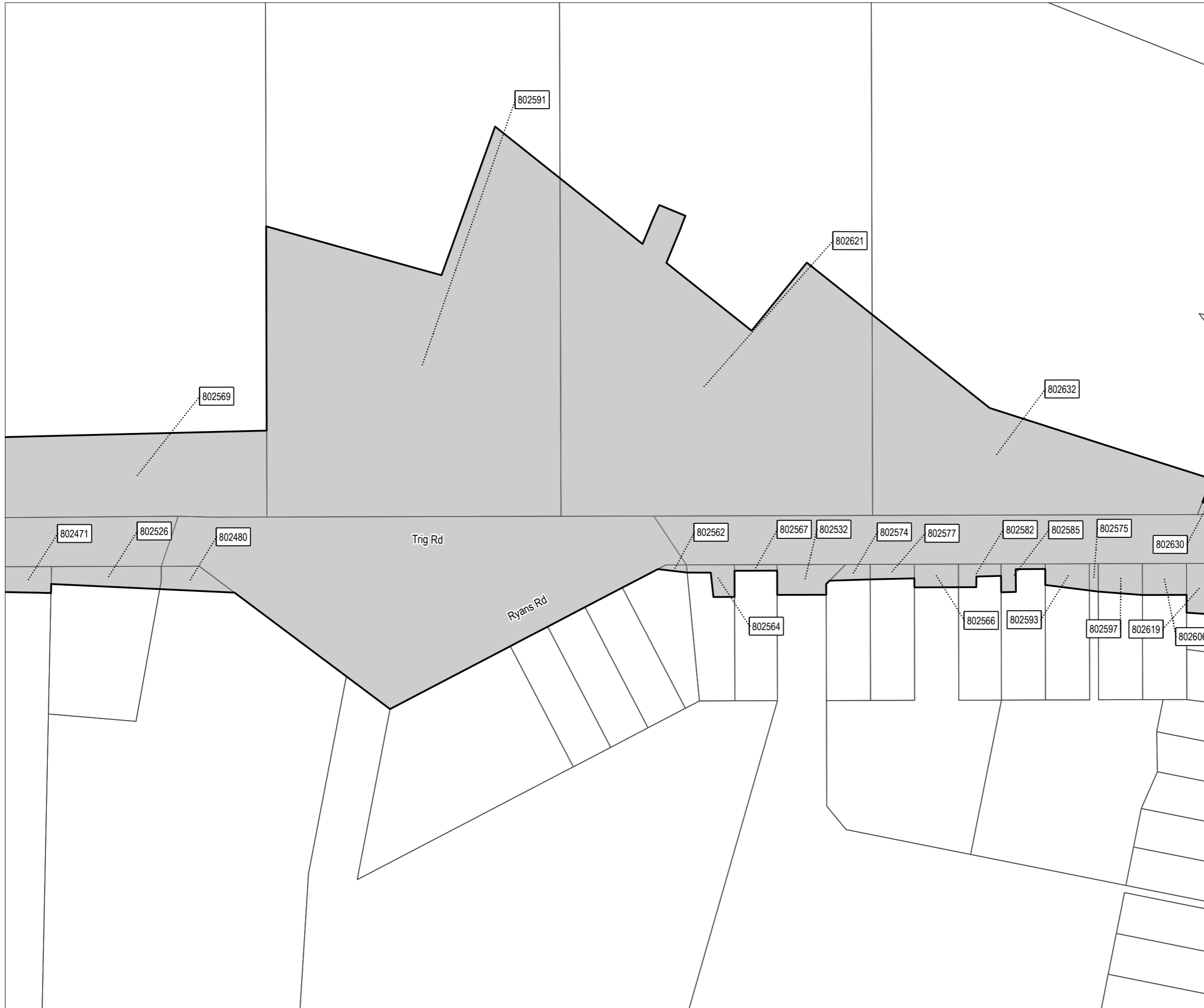


Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Trig Road Arterial



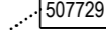
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SGA-PA-NW-041
Sheet No : 1 of 4

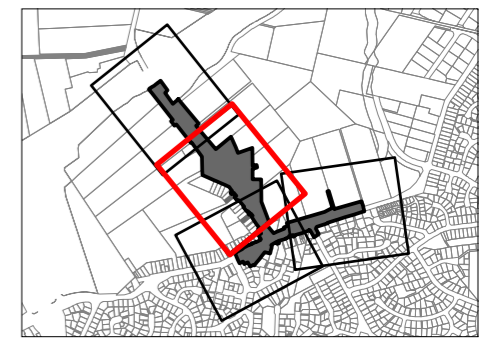


Designation Plan

Land to be Designated
Trig Road Corridor Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

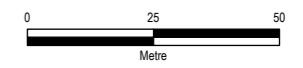


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Trig Road Arterial




Drawing No:
SGA-PA-NW-041
Sheet No : 2 of 4

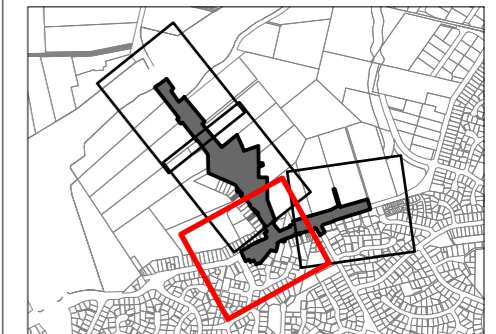


Designation Plan

Land to be Designated
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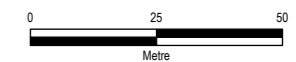


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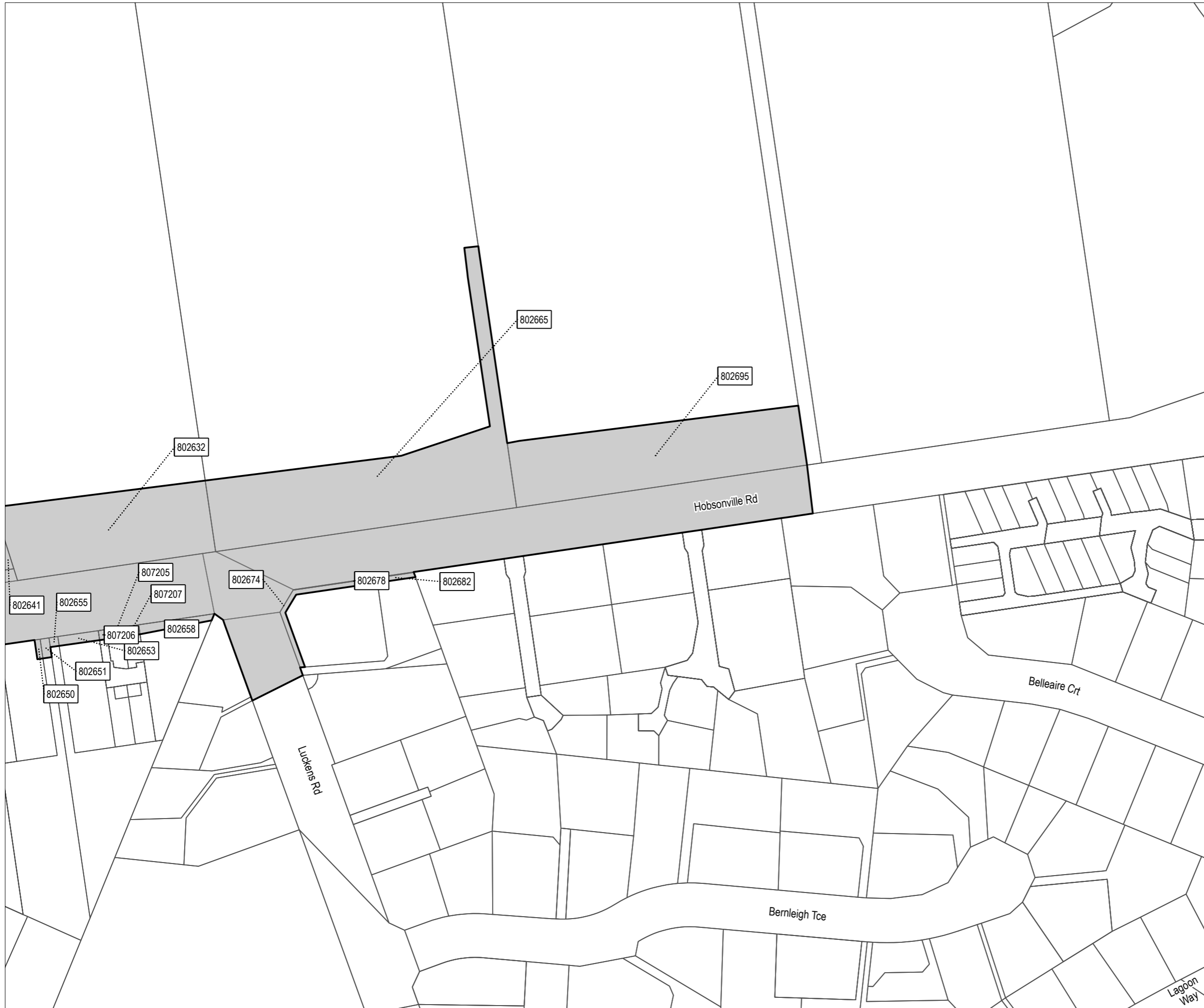
Discipline: **GIS**

Project: **Trig Road Arterial**

Drawing No: **SGA-PA-NW-041**
Sheet No : 3 of 4





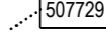
New Zealand Government

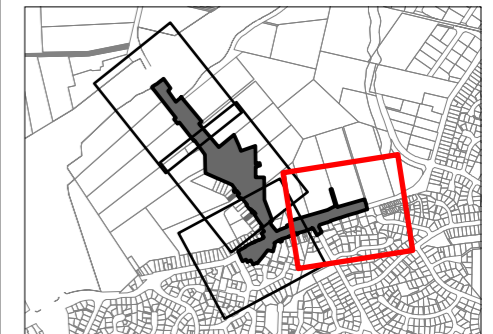


Designation Plan

Land to be Designated
Trig Road Corridor Upgrade

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

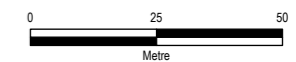


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Client:	Auckland Transport / Waka Kotahi	Discipline:	GIS
Project:	Trig Road Arterial	Drawing No:	SGA-PA-NW-041 Sheet No : 4 of 4



Attachment B – Schedule of Directly Affected Property

Property ID	Address	Title Number	Legal Description	Approx. land to be designated (m²)	Sheet Number
802430		570610	Section 7 SO 445955	369	1
802449	46 Trig Road	NA26B/618	Lot 2 DP 67207	925	1
802471	44 Trig Road	NA46C/506	Lot 3 DP 67207	1117	2
802480	38 Trig Road	NA61D/402	Part Lot 2 DP 86769	229	2
802488	Trig Road	579743	Section 44 SO 447691	7	1
802526	40 Trig Road	NA62A/827	Lot 1 DP 110173	374	2
802527	Trig Road	579742	Section 46 SO 447691	31	1
802532	22A Trig Road	NA111C/540	Lot 2 DP 180500	293	2
802544	19 Trig Road	NA21C/1293	Lot 3 DP 66045	5632	1
802562	28 Trig Road	NA1539/84	Lot 41 DP 41172	27	2
802564	26 Trig Road	NA10D/299	Lot 40 DP 41172	156	2
802566	18 Trig Road	NA1353/93	Lot 2 DP 41560	173	2
802567	24 Trig Road	NA111C/539	Lot 1 DP 180500	45	2
802569	15 Trig Road	192542	Lot 5 DP 66045	4097	2
802572	60 Hobsonville Road	NA1332/82	Lot 24 DP 41172	52	3
802574	22 Trig Road	NA1136/106	Lot 38 DP 41172	86	2
802575	10 Trig Road	NA1199/49	Lot 1 DP 41560	42	2
802576	62 Hobsonville Road	NA1621/89	Lot 25 DP 41172	50	3
802577	20 Trig Road	NA1155/1	Lot 37 DP 41172	110	2
802580	64 Hobsonville Road	NA1600/93	Lot 26 DP 41172	98	3
802581	77 Hobsonville Road	NA1968/84	Lot 8 DP 43467	242	3
802582	16 Trig Road	NA1894/66	Lot 35 DP 41172	122	2
802583	79 Hobsonville Road	649590	Lot 1 DP 467569	460	3
802584	66 Hobsonville Road	NA1950/7	Lot 27 DP 41172	96	3
802585	14 Trig Road	NA1529/13	Lot 34 DP 41172	96	2
802590	68 Hobsonville Road	NA1313/4	Lot 28 DP 41172	83	3
802591	9 Trig Road	NA21C/1296	Lot 6 DP 66045	14699	2
802592	81 Hobsonville Road	NA3C/1174	Lot 10 DP 43467	810	3
802593	12 Trig Road	NA1387/91	Lot 33 DP 41172	179	2
802596	70A Hobsonville Road	NA133B/325	Lot 2 DP 204901	13	3
802597	8 Trig Road	NA2053/54	Lot 32 DP 41172	221	2
802598	83 Hobsonville Road	NA22D/1210	Lot 11 DP 43467	857	3
802599	70 Hobsonville Road	NA133B/324	Lot 1 DP 204901	60	3
802606	6 Trig Road	NA1999/58	Lot 31 DP 41172	234	2
802607	85 Hobsonville Road	199623	Lot 1 DP 348652	402	3
802610	72 Hobsonville Road	376596	Lot 1 DP 394135	39	3
802611	85A Hobsonville Road	199624	Lot 2 DP 348652	453	3
802613	72 Hobsonville Road	376596	Lot 5 DP 394135	17	3
802613	72C Hobsonville Road	376597	Lot 5 DP 394135	17	3
802613	72A Hobsonville Road	376598	Lot 5 DP 394135	17	3
802613	72B Hobsonville Road	376599	Lot 5 DP 394135	17	3
802614	1/87 Hobsonville Road	NA74D/281	Lot 13 DP 43467	846	3
802614	2/87 Hobsonville Road	NA74D/282	Lot 13 DP 43467	846	3
802616	72C Hobsonville Road	376597	Lot 2 DP 394135	357	3
802619	2 Trig Road	110146	Lot 1 DP 327126	1121	2
802621	7 Trig Road	NA21C/1297	Lot 7 DP 66045	13184	2



802623	89 Hobsonville Road	NA11A/72	Lot 14 DP 43467	1048	3
802626			Part Allot 53 PSH OF Waipareira	51	3
802630	1 Trig Road	NA31C/472	Part Lot 8 DP 66045	103	2
802631	91 Hobsonville Road		Lot 330 DP 92222	215	3
802632	76 Hobsonville Road	NA21C/1298	Part Lot 8 DP 66045	8235	4
802634	17 Trig Road	NA21C/1294	Lot 4 DP 66045	334	1
802638	1/93 Hobsonville Road	NA79B/111	Lot 1 DP 133982	235	3
802638	2/93 Hobsonville Road	NA79B/112	Lot 1 DP 133982	235	3
802638	3/93 Hobsonville Road	NA79B/113	Lot 1 DP 133982	235	3
802638	3/14 Mona Vale	NA79B/114	Lot 1 DP 133982	235	3
802638	4/14 Mona Vale	NA79B/115	Lot 1 DP 133982	235	3
802638	2/14 Mona Vale	NA79B/116	Lot 1 DP 133982	235	3
802638	1/14 Mona Vale	NA79B/117	Lot 1 DP 133982	235	3
802641	74 Hobsonville Road	287255	Section 1 SO 364200	421	4
802643	97 Hobsonville Road	NA38A/548	Lot 17 DP 43467	125	3
802645	95 Hobsonville Road	NA85B/400	Lot 16 DP 43467	27	3
802645	2/95 Hobsonville Road	NA94A/23	Lot 16 DP 43467	27	3
802645	1/95 Hobsonville Road	NA94A/24	Lot 16 DP 43467	27	3
802646	2/99 Hobsonville Road	NA76B/800	Lot 18 DP 43467	80	3
802646	1/99 Hobsonville Road	NA76B/801	Lot 18 DP 43467	80	3
802650	101 Hobsonville Road	NA11A/76	Lot 19 DP 43467	20	4
802651	103 Hobsonville Road	NA11A/77	Lot 20 DP 43467	30	4
802653	107 Hobsonville Road	NA7D/1392	Lot 22 DP 43467	66	4
802655	105 Hobsonville Road	NA38A/715	Lot 21 DP 43467	15	4
802658	1/111 Hobsonville Road	NA83C/586	Lot 24 DP 43467	100	4
802658	2/111 Hobsonville Road	NA83C/587	Lot 24 DP 43467	100	4
802665	78 Hobsonville Road	NA21C/1299	Lot 9 DP 66045	4165	4
802674	2 Luckens Road	NA106C/431	Lot 1 DP 173673	136	4
802678	Hobsonville Road	NA106C/434	Lot 5 DP 173673	11	4
802682	4 Luckens Road	756484	Lot 2 DP 173673	32	4
802695	80 Hobsonville Road	NA21C/1300	Lot 10 DP 66045	3115	4
807205	109A Hobsonville Road	1000393	Lot 1 DP 563162	28	4
807206	109A Hobsonville Road	1000393	Lot 5 DP 563162	14	4
807206	109D Hobsonville Road	1000396	Lot 5 DP 563162	14	4
807206	109C Hobsonville Road	1000395	Lot 5 DP 563162	14	4
807206	109B Hobsonville Road	1000394	Lot 5 DP 563162	14	4
807207	109B Hobsonville Road	1000394	Lot 2 DP 563162	27	4



Attachment C – Proposed Conditions for the Designation

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	Confirmation from the Manager that a plan or material change to a plan or CNVMP Schedule plan has been prepared in accordance with the condition to which it relates. A management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that a management plan is certified; or (b) five working days from the submission of a management plan where no written confirmation of certification has been received. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received. (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)



Acronym/Term	Definition
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.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Te Kawerau a Maki • Ngāti Whātua o Kaipara • Te Ākitai Waiohū • Ngāti Whanaunga <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>
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.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
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.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.



Acronym/Term	Definition
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

Proposed Conditions for the Designation

No.	Condition
General Conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the following plans and information Project description and concept plan in schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the documents listed in condition 1(a) above Project description and concept plan in schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the documents listed in condition 1(a) above 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.
2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or A as soon as otherwise practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <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>



No.	Condition
Pre-construction Conditions	
6.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Tree Management Plan
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. Where not incorporated, the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs CEMPs, CTMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCEMPs, CEMPs or CTMPs are to be submitted to the Council for information.</p>
8.	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) Identifies traditional cultural practices within the area that may be impacted by the Project; (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, Stakeholder and Communication and Engagement Management Plan, and the Cultural Monitoring Plan referred to in Condition 14. (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.



No.	Condition
	<p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
9.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) Promotes inclusive access (where appropriate); and (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> a. Crime Prevention Through Environmental Design (CPTED) principles; b. Safety in Design (SID) requirements; and c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. <p>(e) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; b. Roadside elements – such as lighting, fencing, wayfinding and signage; c. architectural and landscape treatment of all major structures, including bridges and retaining walls; d. Architectural and landscape treatment of noise barriers; e. Landscape treatment of permanent stormwater control wetlands and swales; f. Integration of passenger transport; g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/cycle bridges or underpasses; and h. Re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(f) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including:



No.	Condition
	<ul style="list-style-type: none"> a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for berms; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Condition 20; f. integration of any planting requirements required by conditions of any resource consents for the project; and g. re-instatement planting of construction and site compound areas as appropriate. <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> <ul style="list-style-type: none"> a. weed control and clearance; b. pest animal management (to support plant establishment); c. ground preparation (top soiling and decompaction); d. mulching; and e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
	<p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of a transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<p>Specific Outline Plan Requirements</p>	
<p>10.</p>	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (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; (iv) no new flood prone areas; and (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. <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>



No.	Condition
Construction Conditions	
11.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) procedures for incident management; (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (ix) 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; (x) procedures for responding to complaints about Construction Works; and (xi) methods for amending and updating the CEMP as required. <p>(c) Any CEMP prepared for a Stage of Work shall be submitted to Council for information at least ten working days before the Start of Construction for a Stage of Work.</p>
12.	<p>Stakeholder and Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged communicated with; (v) Identification of the properties whose owners will be engaged with; (vi) 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 surrounding businesses and residential communities; (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) The outcome of the investigation into the complaint;



No.	Condition								
	(v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.								
14.	<p>Cultural Monitoring Plan</p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) 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.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(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 Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: 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.</p>								
15.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, 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; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); <p>(c) Any CTMP 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>								
16.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="288 1939 1251 2000"> <thead> <tr> <th data-bbox="288 1939 464 2000">Day of week</th> <th data-bbox="464 1939 695 2000">Time period</th> <th data-bbox="695 1939 943 2000">L_{Aeq}(15min)</th> <th data-bbox="943 1939 1251 2000">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}				
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}						



No.	Condition
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Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.

17. 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 CNV2 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 [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply

18. Construction Noise and Vibration Management Plan (CNVMP)

(a) A CNVMP shall be prepared by a Suitably Qualified Person 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



No.	Condition
	<p>construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> i. Description of the works and anticipated equipment/processes; ii. Hours of operation, including times and days when construction activities would occur; iii. The construction noise and vibration standards for the project; iv. Identification of receivers where noise and vibration standards apply; v. A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable and identification of the Best Practicable Option; vi. Methods and frequency for monitoring and reporting on construction noise and vibration; vii. Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. viii. Contact details of the Project Liaison Person; ix. Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; x. Identification of areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. xi. Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 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 18(c)(x). xii. Procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17; B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category AB vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and xiii. Requirements for review and update of the CNVMP
19.	<p>Schedule to a CNVMP</p> <p>(a) An updated Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 17. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) Construction activity location, start and finish dates; (ii) The nearest neighbours to the construction activity; (iii) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;



No.	Condition
	<ul style="list-style-type: none"> (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and proposed communications with neighbours. (vi) Location, times and types of monitoring; (c) The Schedule shall be submitted to the Manager Council for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
<p>Accidental Discoveries</p>	
<p><i>Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.</i></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>	
<p>20.</p>	<p>Tree Management Plan</p> <ul style="list-style-type: none"> (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (c) The Tree Management Plan shall: <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 9); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) 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.
<p>Operational Conditions</p>	
<p>21.</p>	<p>Low Noise Road Surface</p> <ul style="list-style-type: none"> (a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning as identified in the nesting tables within the AUP OP. (b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 21(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.



No.	Condition
22.	<p>Traffic Noise</p> <p>For the purposes of Conditions 23 to 35:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule 2: Identified PPFs Noise Criteria Categories</i>; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule 2: PPFs Noise Criteria Categories</i>; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
23.	<p>The Noise Criteria Categories identified in Schedule 2: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 23 to 35 (all traffic noise conditions).</p> <p>Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.</p>
24.	<p>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 2: PPFs Noise Criteria Categories</i>.</p>
25.	<p>Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 2: PPFs Noise Criteria Categories</i>, taking into account the Selected Mitigation Options.</p>
26.	<p>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</p>
27.	<p>The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.</p>
28.	<p>Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').</p>
29.	<p>Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.</p>



No.	Condition
30.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 29 above if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 29 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
31.	<p>Subject to Condition 30 above, within six months of the assessment undertaken in accordance with Conditions 29 and 30, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
32.	<p>Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p>
33.	<p>Subject to Condition 29, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 31 if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 31 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
34.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>
35.	<p>The Noise Criteria Categories at the PPFs identified in <i>Schedule 2: Identified PPFs Noise Criteria Categories</i> do not need to be complied with where:</p> <ul style="list-style-type: none"> (a) the PPF no longer exists; or <p>agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.</p>

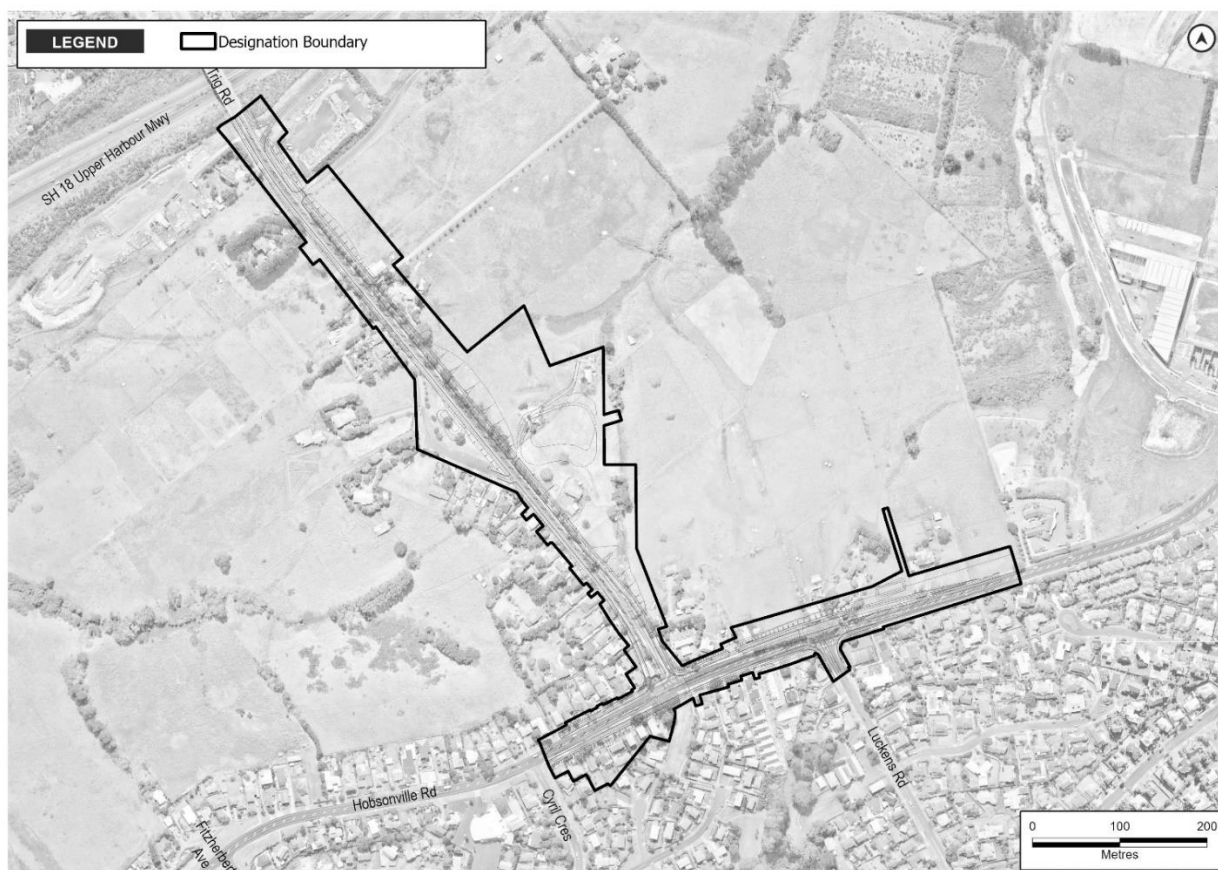
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor on Trig Road in Whenuapai between State Highway 18 and Hobsonville Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

NOR Concept Plan





Schedule 2: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
72 Hobsonville Road	Altered	Category C
26 Trig Road	Altered	Category C
64 Hobsonville Road	Altered	Category C
66 Hobsonville Road	Altered	Category C
40 Trig Road	Altered	Category C
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category B
16 Trig Road	Altered	Category B
97 Hobsonville Road	Altered	Category B
6 Trig Road	Altered	Category B
22 Trig Road	Altered	Category B
62 Hobsonville Road	Altered	Category B
18, 2 Luckens Road	Altered	Category B
72B Hobsonville Road	Altered	Category B
16 Luckens Road	Altered	Category B
8 Trig Road	Altered	Category A
12 Trig Road	Altered	Category A
60 Hobsonville Road	Altered	Category A
119 Hobsonville Road	Altered	Category A
10 Luckens Road	Altered	Category A
1B Luckens Road	Altered	Category A
28 Trig Road	Altered	Category A
70 Hobsonville Road	Altered	Category A
24 Belleaire Court	Altered	Category A
30 Trig Road	Altered	Category A
7 Trig Road	Altered	Category A
75 Hobsonville Road	Altered	Category A
32 Trig Road	Altered	Category A
56 Hobsonville Road	Altered	Category A
76 Hobsonville Road	Altered	Category A
1/111, 2/111 Hobsonville Road	Altered	Category A
133 Hobsonville Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
72A Hobsonville Road	Altered	Category A
8 Luckens Road	Altered	Category A
52 Hobsonville Road	Altered	Category A
127 Hobsonville Road	Altered	Category A
5 Luckens Road	Altered	Category A
34 Trig Road	Altered	Category A
50 Hobsonville Road	Altered	Category A



46 Trig Road	Altered	Category A
54 Hobsonville Road	Altered	Category A
26 Belleaire Court	Altered	Category A
48 Hobsonville Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
107 Hobsonville Road	Altered	Category A
79A Hobsonville Road	Altered	Category A
68 Hobsonville Road	Altered	Category A
58 Hobsonville Road	Altered	Category A
19 Luckens Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
80 Hobsonville Road	Altered	Category A
5 Louise Place	Altered	Category A
22A Trig Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
2/12, 1/12 Mona Vale	Altered	Category A
34A Trig Road	Altered	Category A
8A, 10, 8 Louise Place	Altered	Category A
8A, 10, 8 Louise Place	Altered	Category A
3A Louise Place	Altered	Category A
18 Trig Road	Altered	Category A
6 Louise Place	Altered	Category A
10 Mona Vale	Altered	Category A
78 Hobsonville Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
33 Cyril Crescent	Altered	Category A
70A Hobsonville Road	Altered	Category A
97 Hobsonville Road	Altered	Category A
10 Trig Road	Altered	Category A
22 Cyril Crescent	Altered	Category A
99 Hobsonville Road	Altered	Category A
147F Hobsonville Road	Altered	Category A
29 Cyril Crescent	Altered	Category A
8A, 10, 8 Louise Place	Altered	Category A
1A Luckens Road	Altered	Category A
1/93, 2/93, 2/14, 3/93, 3/14, 4/14, 1/14 Hobsonville Road	Altered	Category A
3A Louise Place	Altered	Category A
131 Hobsonville Road	Altered	Category A
31 Cyril Crescent	Altered	Category A
145A Hobsonville Road	Altered	Category A



8 Bernleigh Terrace	Altered	Category A
4 Louise Place	Altered	Category A
127A Hobsonville Road	Altered	Category A
14 Luckens Road	Altered	Category A
121 Hobsonville Road	Altered	Category A
145B Hobsonville Road	Altered	Category A
2/95, 1/95, 95 Hobsonville Road	Altered	Category A
12 Luckens Road	Altered	Category A
123 Hobsonville Road	Altered	Category A
20 Belleaire Court	Altered	Category A
20A Belleaire Court	Altered	Category A
3A Luckens Road	Altered	Category A
3B Luckens Road	Altered	Category A
133A Hobsonville Road	Altered	Category A
131A Hobsonville Road	Altered	Category A
129 Hobsonville Road	Altered	Category A
129C Hobsonville Road	Altered	Category A
129B Hobsonville Road	Altered	Category A
22 Belleaire Court	Altered	Category A
121B Hobsonville Road	Altered	Category A
18 Belleaire Court	Altered	Category A
4 Bernleigh Terrace	Altered	Category A
133A Hobsonville Road	Altered	Category A
2/95, 1/95, 95 Hobsonville Road	Altered	Category A
121A Hobsonville Road	Altered	Category A
123A Hobsonville Road	Altered	Category A
123B Hobsonville Road	Altered	Category A
19 Belleaire Court	Altered	Category A

PPF Location Plans







